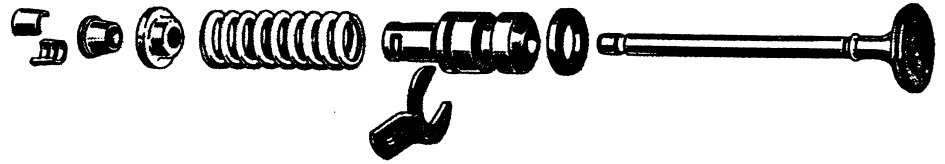




# VALVE CLATTER



## THE EARLY FORD V-8 CLUB OF AMERICA

### Regional Group 96

<http://clubs.hemmings.com/v-8northernvirginia/>

Volume XXVII, No. 8

August 2004

Cliff Green & John Girman Editor

RECIPIENT OF THE 2003 GOLDEN QUILL AWARD FROM OLD CARS WEEKLY

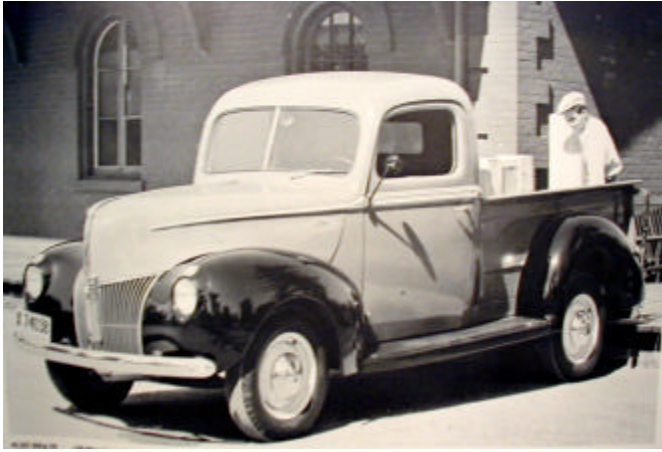
FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003

### NVRG PICNIC



If you missed this event – YOU MISSED OUT!!!  
The annual NVRG picnic at Nottaway Park was the best attended ever and the most satisfying thanks to the “Chef” Gunnarson and Souse Chefs Hank Dubois and Greg Mensinger. It was Dave’s proposal to the Board of Directors that he could cook food better at less cost then

having the picnic catered – and he did it! Everyone marveled about the taste and quality of the food. We had BBQ sausage, chicken, ribs and pulled pork all cooked on site with Weber grills. The slaw, potato salad and beans were outstanding. All were served on a center table in chaffing dishes. (continued on page 4)



## UP FRONT WITH THE PRESIDENT

August 2004

Without elaborating on what Cliff has written about the picnic, I would like to sing high praises and give a big thanks to those who went "above and beyond" in creating our wonderful event. **Dave Gunnarson** (who started preparation a week in advance) and team members **Greg Mensinger** and **Hank DuBois** worked virtually all day getting everything ready and in order. The club thanks you all.

Sadly, we said good by to a long time friend and member this past month. **Bill Vincent** who had been battling health problems, passed away on July 7th. My favorite story about Bill took place soon after we met when Bill learned that I was restoring a '40 pick up and needed a certain part. He mentioned that he had just what I needed and that he would graciously donate it to my project. Bill was a Mason and suggested that we meet "at the Masonic Lodge". "Drive up the hill, go past the long parking lot on the left, go through the double doors, go up the stairs on the right, turn left into the second room, etc., etc..and I'll meet you there". As instructed on the agreed upon day, I did exactly as was told, but Bill wasn't there. Disappointed, I called Bill that evening to learn that I must have taken a wrong turn in that he was there so we tried again the next day. Same scenario, no Bill. Calling again, Bill insisted he WAS there and on time. After the third attempt, I was certain that, as the new member, I was going through some sort of an initiation and the butt of a joke. By now, you must know where this story is going because we finally discovered that the Masonic Lodge I selected was NOT the same as Bill's. The lay-out was exactly as Bill described, but only a few cities away. The part worked out perfectly. Our thoughts and prayers are with you, Louise.

OK, what am I holding in the photo in the upper right? Obviously, they are flathead gaskets that look a bit strange. Not only are they different from the standard, but are different from left to right. These are brand new "old stock" and haven't been altered in any way. So what are they? Some hints: Over 6,000 pair were utilized between 1940 - 1949. Many were found under the hood of Ford trucks in concert with Mercury engines. Some were found in engines that powered rail cars. Some powered "crawlers" in mining operations and road construction. One big give away is that they were used in trucks that spread oil on dirt country roads in the '40's. And most weren't found in vehicles at all. They were used in a product known as FORDAIR. Give up? Read the complete story in next month's issue of the award winning Valve Clatter.

Chief VC editor, **Cliff Green** will be the featured speaker at this month's membership meeting. Cliff always gives an interesting program when called on. His topic will be "The Rouge Factory"... certainly one of the wonders of the world in its day. We will see a 1935 Ford film strip about the Rouge along with some factory literature and memorabilia.

See you there,

**Steve**

## MERCURY IN THE 1940'S - Part IV

Jim Roebuck

### Worldwide Mercury Model Year Production 1939-53

(figures from *Standard Catalog of Ford 1903-1998*, 2nd ed. 1998)

(Note that total figures are slightly different from those listed in the text in part III.. In this table, I just summed up the totals of each model. There appears to be discrepancies for every year, though most are not very big.)

Year	Sedan (2 door)	Town Sedan (4 door)	Sedan- Coupe	Convertible Coupe	Convertible Sedan (4 dr.)	Total "Annualized"	
1939	13,216	39,847	8,254	7,818		69,135	69,135
1940	16,243	42,806	16,189	9,741	1,083	86,062	93,886

Year	Sedan (2 door)	Town Sedan (4 door)	Sedan- Coupe	3-psngr. Coupe	"Opera Coupe"	Station Wagon	Convertible Coupe	Total "Annualized"	
1941	20,932	42,984	18,263	3,313	1,954	2,291	8,556	98,293	90,732
1942	4,941	11,784	5,345	800		857	969	24,696	59,270

Year	Sedan (2 door)	Town Sedan (4 door)	Sedan- Coupe	Station Wagon	Convertible Coupe	Sportsman Convertible	Total "Annualized"	
1946	13,108	40,280	24,163	2,797	6,044	205	86,597	64,948
1947	34	42,281	29,284	3,558	10,221		85,378	128,067
1948	24,283	16,476	1,889	7,586	50,234		100,468	

Year	Sport Sport Coupe	Sedan (4 door)	Station Wagon	Convertible Coupe	Total "Annualized"	
1949	120,616	155,882	8,044	16,765	301,307	190,299
1950	151,489	132,082	1,746	8,341	293,658	320,354
1951	142,166	157,648	3,812	6,759	310,385	248,308

Year	2-door Sedan	4-door Sedan	Sport Coupe	Station Wagon	Monterey Hardtop Cpe.	Monterey 4-dr. Sedan	Convertible Coupe	Total "Annualized"	
1952	25,812	63,475*	30,599	2,487	24,453		5,261	152,087	182,504
1953	50,183	59,794	39,547	7,719	76,119	64,038	8,463	305,863	305,863

\* - Combined figures for 1952 4-door Sedan and Monterey 4-door Sedan. Separate figures not available.

("Annualized" figures are calculated by dividing by the number of months from model introduction to model introduction, and multiplying by 12.)

(As a comparison, the Early Ford V-8 Club's *The V-8 Album*, published in 1985, provides U. S. production.)

Sources:

Dammann, George H., and Wagner, James K., *The Cars of Lincoln-Mercury*, Crestline Publishing, Sarasota, Florida 1987.  
 The Early Ford V-8 Club of America, Inc., *The V-8 Album*, The Early Ford V-8 Club of America, Inc., San Leandro, California 1985.

Gunnell, John, *55 Years of Mercury*, Krause Pubns., Iola, Wisconsin 1994.

Kowalke, Ron, *Standard Catalog of Ford 1903-1998*, Krause Pubns., Iola, Wisconsin 1998.

Thank you Jim for your well researched four part article on the Mercury – it is a "Keeper" *EDITOR*



**PICNIC** (continued from from page)

Wendy Pieper made a sign that hung from the trees designating that the members had arrived at the proper site.



Wendy Pieper also made aprons for the chefs, festooned with old cars, so that everyone knew whom to complain to!



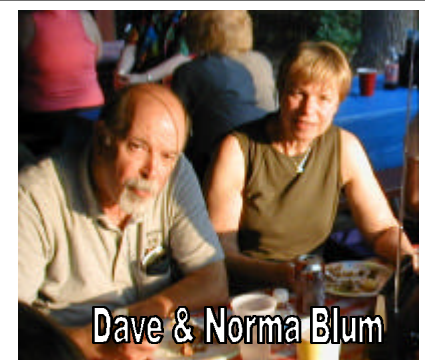
The buffet line with the chaffing dishes were provided by Greg Mensinger, enjoyed by Char McDaniel, Ed Mascali, Bea Amster and Sandra Green



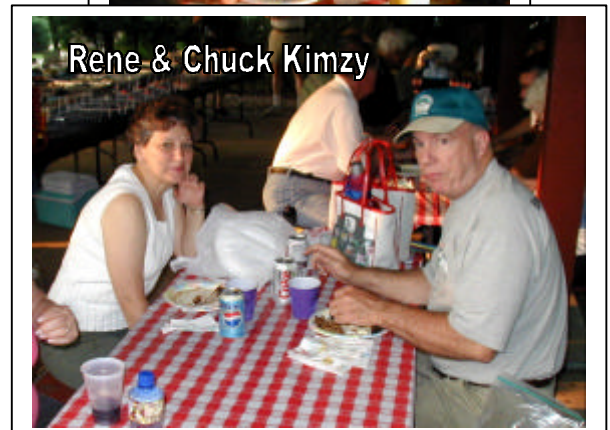
The Nices', Greg , Tom Lumpkin and the Gunnersons



Jaason & Dee Javaras Jane & Bob Helms



Dave & Norma Blum



Rene & Chuck Kimzy

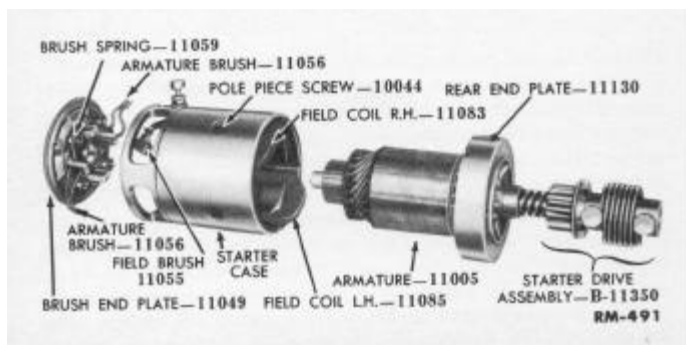


## TECH TIP

*Editor*

On page four of the National judging sheet, the judge would make a decision about the starter. There is a max deduction of 5 points. Would this be if the starter motor were missing, the full deduction would be taken? Then what is the judge looking for? He is checking that the correct starter motor is installed and, starting in 1938, that the 11140 bracket (starter to oil pan attaching) is present. Also, that it is painted a gloss black and the correct size cable is attached. Maybe!

It came to my attention at the Frederick meet that most restorers do not know what is the correct motor for the '37-'48's, including the Lincolns. Most of the cars are using the service replacement motor that was used in the '49 and up models. I was using the wrong starter motor on my '40 until last year and not one judge discovered it in 8 meets!



Notice that the rear end plate (18-11130) is wide – about one inch – the service replacement has a thin (5/16”) end plate (7RA-11130). Now, you '37 – '48 owners, rush out to the garage and take a peek – I bet you never noticed. The judges don't. So, why is this important? Our mission is to restore the car as it came from the factory/dealer and that is important to some V8'ers to be correct. Also, you do not want to chance a 4-point deduction for wrong starter motor.

The 18-11002 motors are not very plentiful. They were thrown out rather than being rebuilt and the service replacement were installed.

This motor should crank the engine at 100 RPM taking 190-215 amps. The max cranking time is 15 seconds and then a cooling time of 30 seconds before a second attempt. If there is sluggish performance, make sure that the mounting surfaces of both the starter end plate and the oil pan are free of paint to provide a good ground.

The local rebuilder is Wades Auto Electric near Fairfax Circle. He can spin it up and check the load while you watch. Minimum repair charge is \$65

## FOR THE LADIES

How did they keep their hats on and hair in place?



Here we have two lasses motoring down the road with the windshield flat on their spiffy '32 roadster. Those hats must have been pinned in place. Talk about hat hair after a few miles!! The '32 was the only year that the V8 had this sporty look. Henceforth the windshield hinged at the top and were pushed out by hand until 1937 when it was cranked out. The 1940's had a fixed windshield and provided windwings – much easier on the hair!



Another flat wind Shield - "The modern Travelers" it says - What are the three most beautiful things to paint? Women, cars and airplanes (boats might fall in there somewhere). This fashionable French madam is stepping out of 1936 model Viva Grand Sport (looks suspiciously like a '34 Ford, that is why it qualifies in our V8 newsletter) – it has 6 cylinders, 4 liters.

Note that the car has headlights integral with the fenders and the doors are suicide types. The cream color was never offered in the Ford V8. With the folding flat windshield I wonder how the French ladies kept their hair in place? Never the less, it is a beautiful car (and neat airplane, too.)

*Editor*

# Reliving those happy days



## A twin to his '47 Ford found after 40 years

Jason Javaras had just started elementary school in Bladensburg, when his father came home with a nearly new used car from Northeast Ford. He had purchased a black 1947 Ford Super Deluxe coupe.

The Ford faithfully served the Javaras family and after a decade the son, by then a high school student, received the car as a hand-me-down. He was thrilled because most of his classmates that had family hand-me-downs were driving four-door sedans while he had the hot rodder's dream car.

Before graduation in 1961 Mr. Javaras taught his girlfriend, Dee, how to drive his trusty Ford with a three-speed manual transmission and a forgiving clutch. Soon thereafter, the Ford was traded for a newer car. Thus began a 40-year ordeal.

While Moses wandered in the desert for that length of time, Mr. Javaras had to endure four decades without a 1947 Ford Super Deluxe coupe. Sure, he had a variety of other Fords during that time but none like his first Ford.

In June 2002 he saw an ad offering a black 1947 Ford Super Deluxe coupe, supposedly in original condition. He and the girl he taught to drive, now his wife, flew to Chicago, rented a car and drove on up the western shore of Lake Michigan to Racine, Wis., to investigate. It was as advertised with 53,000 miles on the odometer and was purchased with the agreement that the seller hold the car for a couple of weeks.

## FORD

From page G1

The couple flew back to their Fredericksburg, Va., home. Two weeks later they drove their dualie diesel pickup to Wisconsin to retrieve the 1947 Ford. So far, so good.

When they arrived in Racine, things started to go wrong and continued until they got home.

The rental trailer that Mr. Javaras had reserved to haul his car home was in a town 50 miles away. When he went to get the trailer he found a beat-up, rusty trailer missing most of the equipment to secure the load. The equipment that was there was in poor condition.

With the 3,166-pound 1947 Ford secured as best he could on the trailer, the Javarases left Racine at midday. After a couple of hours they stopped to check the load and found only one tie-down still in place. That and the old Ford's emergency brake were all that kept the Ford on the trailer.

A quick trip to a hardware store produced reliable tie-downs, clamps and safety chains.

They pushed on and late that night stopped in Columbus, Ohio. The next day they drove on home and arrived safely with the 1947 Ford unscathed.

"Getting home with that rickety trailer was a white-knuckle experience," Mr. Javaras says. "It was the trip from hell."

Mr. Javaras rolled the 16-foot, 4-inch-long Ford off the trailer and gave his prize a thorough once-over. Under the hood is a 239-cubic-inch flathead V-8 engine that develops 100 horsepower. The base price for the car in 1947 was \$1,409.

A metal funnel-shaped apparatus on the right underside of the hood is an air heater intended to capture engine heat and direct it into the cabin.

The Super Deluxe coupe is loaded with accessories, a couple that Mr. Javaras has added, which include:

- AM radio.
- Vanity mirror.
- Roof antenna.
- Air heater.
- Gas door guard.
- Signal indicators.
- Rear seat speaker.
- White sidewall tires.
- License plate frames.
- Locking gasoline cap.
- Foot-operated tire pump.
- Outside swan-neck mirror.

The previous owner had replaced the four original 6.00x16-inch tires with slightly larger 6.50x16-inch white sidewalls. Mr. Javaras, in an effort to keep the car consistent, bought a 6.50x16-inch tire to mount on the spare wheel.



"I didn't think old Henry had such close tolerances," he said when he discovered the large tire wouldn't fit in the allocated space in the trunk against the back of the back seat.

Since the 1947 Ford has entered the Javarases' family life, it's like reliving their high school days.

Even without air conditioning in the summer, Mr. Javaras says riding on the 114-inch wheelbase is pleasant. With the cowl vent pushed open and the two rear pop-out quarter windows open, the flow-through ventilation keeps the passengers comfortable.

Sitting behind the two-spoke steering wheel, Mr. Javaras wonders how many of the 80,830 Fords like his that were manufactured 57 years ago survive, let alone with original paint and upholstery intact.



## EMAIL BAG

*Dave Gunnarson*

I want to thank all of the people that helped make the recent picnic successful and lots of fun. This was a join effort by several people that deserve a lot of credit.

Greg Menzinger supplied the tables, warming trays and all of the materials for the buffet line, a grill, cooking expertise, tools, table coverings, cooking supplies, and more. With Greg's enthusiasm and a pickup truck full of supplies, the end result was far beyond anything I could have imagined. Greg also came up with the design of the Flathead Grill banner which was quite an artistic touch!

Our President, Steve Pieper, was the general utility man which included a trip to the grocery store to re-provision for missing supplies during the cooking. Steve's wife Wendy sewed the banner and provided the cooks with car-theme aprons. Hank Dubois helped tend the fires, turn the food, set up and was always doing something or other to keep the production moving.

My wife Sarah picked up the coleslaw from the store, warmed the pork BBQ in our home oven and brought it all, along with our boys, just in time for the start of the picnic. I appreciated her help and it was two less dishes that I had to worry about. The V8 spirit was certainly alive and well on day!

-----  
*Steve Dawkins*

When US Customs at Champlain, NY, stopped the export of my 1947 Mercury to a buyer in Quebec, I sent out an email to the NVRG list. I needed to know where to find the chassis number so Customs would know the car was not stolen.

I thank Dick McIninch and Hank Dubois for their helpful responses. Hank had worked at Champlain 27 years ago at the Customs office, still had friends there, and his email to them ensured that they found the chassis number and cleared the Mercury for export to Canada. My buyer, who had paid for the car in early May, called me late last night delirious with joy and thanked me a million times for working miracles. The old Merc was in his garage. NVRG is a wonderful group.

-----  
*Tom Shaw*

Jim Cross, a friend of mine, just bought a 1941 Ford Convertible, in show room condition. He is searching for a jack and any tools that came with the car. He also bought a 1912 Case and a 1949 Buick and is looking for a wheel for the Buick. I am going to invite him to be a member of our Club.

-----  
*Bob Wild*

Cliff, the Repair and service manuals I have are:  
Transmissions, clutches, overdrives and power trains  
1932-1947  
Ford truck rear axles 1939 to 1946

Generating and starting systems 1933-1947

Fuel systems 1938-1947

Ford Service Manual 1949-50 Cars /F-Series Trucks

I am willing to loan any of these manuals to club members. They are in mint condition as you know and I would only ask that they be kept that way.

-----  
*Al Edwards*

I have an antique 1965 classic 16' project boat on a somewhat bent trailer that I need to find a home for. The boat itself needs a lot of work by someone who has time and knows these old boats and fiberglassing techniques. The trailer can be licensed and might be restorable but needs new wheels and tires and a brace welded in one place - it would probably have to go out of here on a flatbed trailer. The price at this point is right -- FREE -- (you haul).

## SILVER DINER CRUISE IN

*John Girman*



The threat of rain on July 24 didn't dissuade the NVRG as they attended a cruise-in at the Silver Diner in Reston. The cars of the NVRG were a welcome addition to mostly 60's and 70's muscle cars at the cruise-

in and many folks dining at the restaurant stopped by to admire the cars, ask questions and share memories. Members in attendance included Frank & Larrie Martin along with family & friend in their '51 Fordor, Eric & Nancy Sumner plus Eli and Nate in their '46 Tudor, Dave & Barbara Westrate in their '39 Woodie, Hank & Cindy Dubois in their '35 Coupe, Jim & Char McDaniel along with friends in their '51 Cruiser, Greg Mensinger, Steve & Marilyn Smith in their '40 Pickup, Leo Cummings in his Pontiac Hardtop and myself in our '53 Victoria. It turned out to be a very pleasant evening and members had an opportunity to kick tires and relate recent activities, both car and non-car related. The fact that all drivers got a free meal from the Silver Diner probably added to the enjoyment of the evening. There was some discussion about attending another cruise-in later in the summer or early fall.





## BACK PAGE PICTURE

Lights-a-flashing, siren-a-wailing is the signature of Jim McDaniel's "black & white". Always a welcome addition on the tours of the NVRG as Jim sometimes takes the "command" position in the caravan of old cars as a safety overseer. If a car is unable to maneuver (breaks down) on a dangerous stretch of highway, the cruiser turns on all the lights for a hazard warning. It is nice to have that protection behind you!

Here is the cruiser at the *Silver Diner* in Reston attending the drive-in. Jim and Char took along their neighbors who enjoyed all the attention that the Ford deserves.



### **JOE FREUND**

2303 Sawdust Rd  
Vienna, VA 22181  
703-281-6282 [jhfreund@aol.com](mailto:jhfreund@aol.com)  
1948 Ford 2D Super 6

### **ALLEN PONTON**

1016 St. Clair Ave  
Charlottesville, VA 22901  
434-293-4400 [allen34@ntelos.net](mailto:allen34@ntelos.net)

## **MEMBERSHIP TOTALS 108**

## IN MEMORIAM

### **William A. "Bill" Vincent**

The oldest member of the Northern Virginia Early Ford V8 Club passed away on July 7, 2004. He was 88 years old, born on September 8, 1915. He and his wife of 63 years, Louise, were active not only in our Club but in several other Antique Car Clubs as well. They were always together at shows and meets and on tours. Bill drove his '51 Ford last fall on the Lebkicker tour and he and Louise thoroughly enjoyed themselves.

Bill was also active in the Masons, a charter member of First Christian Church in Falls Church, a life member of B.P.O.E. Lodge in Fairfax and a member of American Legion Post 290 in Stafford. He will be greatly missed.



## LET'S GO TO THE MOVIES!



**Here we go again!** By popular demand, the NVRG is going to the movies, a drive-in movie!  
Depart the Fair Oaks parking lot at 2:30 pm on August 23, Saturday (with a stop at Gainesville on the way).

Dinner at New Town Tavern, at Stephens City, VA about 5:30 pm.

Movie at the Family Drive-in, Stephens City about 8:00 pm.  
Cost \$6.00 adults. Speakers are available but bring an FM radio or boom box for better sound. Consider lawn chairs, in case it's hot. Consider a blanket, in case it's not. Bring insect repellent, because who knows.

Overnight stay at a Holiday Inn nearby. You will need to **make a reservation at the Holiday Inn for the night of August 21, 540-869-0909**, special rate of \$75. Mention that you are with the Early Ford V8 Club because they are holding a block of rooms. But you must make the reservation by August 14.

If rain forces postponement, we will go to the drive-in movie on the following Saturday, August 28.

To reserve a spot on this tour and for further information, please **contact John Girman (703-242-1459) or Hank Dubois (703-476-6919)**.



Bill Vincent on 02 Lebk Tour





# V8 CALENDAR NVRG



## AUGUST

- 6-8 41<sup>ST</sup> Annual Awkscht Fescht,  
Macungie, Pa
- 10 **General Membership Meeting**  
Program: Rouge Factory, Cliff Green  
Refreshments: Tom Lumpkin
- 14 Fredericksburg AACA, Frbg Elks  
Elks Lodge (new location) contact  
Jason Javaras 540-786-5819
- 15 19<sup>th</sup> Annual Francis Scot Key  
Antique Auto club, Frederick, MD
- 21 **Drive-in Movie** night at Stephens  
City, VA Contact John Girman
- 28 Rain date for Drive-in Movie
- 31 **NVRG BOD**

## September

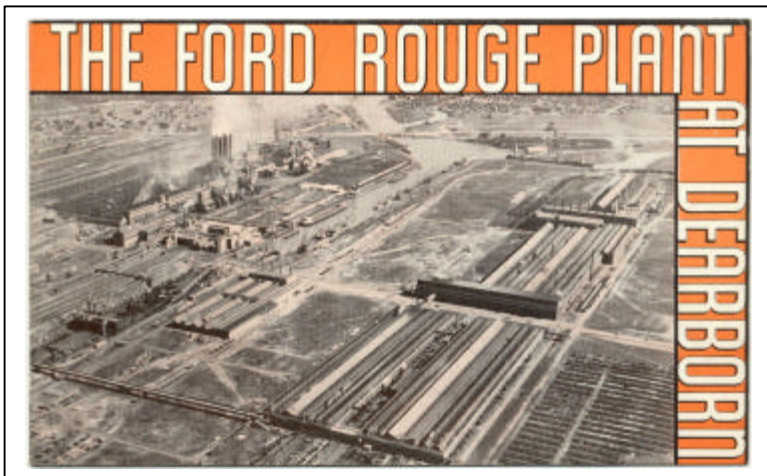
- 6 Cruising Clifton, Custom Cruisers  
& Clifton Lions Club, Clifton, VA  
9-3 Park on streets
- 11 AACA Sugarloaf Mt..Region car  
Show, Mt Airy, MD
- 12 Herndon Police Dept & Citizens  
Support Team 4<sup>th</sup> Annual Car show  
Municipal Ctr. 10 -3
- 14 **General Membership Meeting**

Automotive Coolant – John Girman  
Refreshments: Dave Westrate

- 18 Bull Run AACA 28<sup>th</sup> Annual Edgar  
Rohr Antiqure Car Show, Prince  
Wm County Fairgrounds 8-3
- 18 **Military restoration display**, noon  
Nokesville, VA Contact Hank  
Dubois 703-476-6919
- 19 **Flying Circus Air Show NVRG  
caravan , picnic** Contact John  
Girman 703-242-1459
- 28 **NVRG BOD**
- 29 – Oct 3 FALL CARLISLE

## October

- 3 Antique Auto Assembly, 47<sup>t</sup>  
Annual Show, Armed Forces Re-  
tirement Home, Washington
- 6-9 HERSHEY
- 12 **General Membership Meeting**  
Hershey Review Refreshments:  
Al Edwards
- 16 Rockville Antique & Classic car  
Show, Rockville MD Civic Ctr.
- TBA **Annual Lebkicker Tour**



**“The Rouge during the V8 Era”** will be the topic of the August Meeting , presented by Cliff Green. A 1935 Ford film strip of The Rouge will be shown Along with memorabilia And literature.

**SEE YOU THERE**



**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**



President: **Steve Pieper**.....703-860-2801

Vice President: <b>John Girman</b>	703-242-1459	Programs: <b>Dave Gunnarson</b>	703-425-7708
Secretary: <b>Jim La Baugh</b>	703-573-9285	Property: <b>Eric Sumner</b>	703-709-4164
Treasurer: <b>Hank Amster</b>	703-753-9575	Activities: <b>Dave Westrate</b>	703-620-9597
Membership: <b>Jim McDaniel</b>	703-569-6699	Historian: <b>Don Lombard</b>	703-690-7971
Tours: <b>Girman/Dubois</b>		Newsletter: <b>Cliff Green</b>	703-426-2662
Past President: <b>Hank Dubois</b>	703-476-6919	Web master: <b>kenb@headstartinfo.org</b>	

Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, Virginia. Check the newsletter for occasional alternates sites. **SEE YOU THERE**



**FIRST CLASS MAIL**

**Regional Group 96**  
**Early Ford V8 Club**  
**Post Office Box 1195**  
**Vienna, Virginia, 22183**