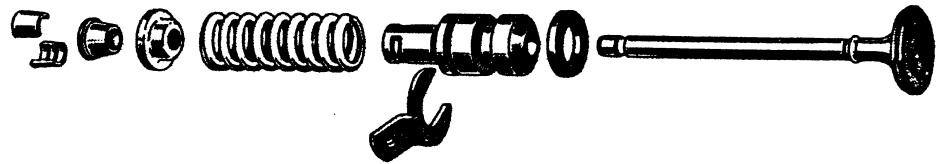




# VALVE CLATTER



## THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

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

Volume XXVII, No. 12

December 2004

Cliff Green Editor

### HOLIDAY GALA



*Jim McDaniel leads off with a tribute to Bill Vincent and Charlie Morrison – “Amazing Grace”*



*Out going Pres, Steve Pieper passes the gavel to Pres. John Girman  
Steve was also presented with a plaque for his outstanding term.*

Once again, for those who missed out, there is next year – same weekend, same place. Everyone of the NVRG and their spouses had a wonderful time in the beautiful setting of Fairfax Country Club. **Hank Dubois** made the benediction, followed by the bag pipes of **Jim McDaniel**. **Cliff Green** read the Psalm on page 5 that reminded everyone of the prayers that Charlie read.

The dinner of sliced filet or herb crusted grouper, with all the trimmings, proceeded the gift exchange. Master of Ceremonies **Bill Simons** keep the fun filled program moving along. Several popular items changed hands many times – this year **Sandra Green** had the last trade and chose a Santa’s Car Music Box. The gifts were of high quality – especially the restored period glove box flashlight and Ford wall clock. Some members keep their eye out all year for the right gift to bring.

**MERRY CHRISTMAS AND HAPPY NEW**



## UP FRONT WITH THE PRESIDENT

December 2004

If there has been any observations that I have made in these past two years as president, it can be summed up by stating: Friendship and willingness to help abound within our club. Of course, the common thread of love for the flathead is the bonding issue. Without a doubt, this past year has been a busy one filled with an array of fun activities and events. Saddened, too, by the passing of two great members, Bill Vincent and Charlie Morrison. A large hole has been created in their absence as each loved their Fords, but more importantly, they loved their friends within the club. We miss you both.

Two years ago, I was honored to receive the gavel and now it is time to pass it on to the very able and experienced leader, John Girman. But even, as I'm sure, John will later agree, the job of president is an easy one when you have a board like the one that served this past year. I can speak for the board when it is said that it was a fun (but big) job. You don't need a list of those who went out of their way to make it a great year.....too many to list and you know who they are anyway. So on behalf of the membership, please accept our sincere thanks to all of you on the board and heads of special projects that were willing to help and who spent countless hours devoted to the club. Good job!

Duties for this year have already been allocated to John's new board, but if there are any ideas for this upcoming year, I know he would love to hear from you, especially from the new members. We have grown tremendously and surely there are many newcomers who can provide some fresh thoughts. The last event of the year was hosted by Sandra and Cliff Green in their top notch country club setting. This festive holiday party is always a fitting end to the V-8 year. Thanks go to Bill Simons, Sandra and Cliff Green, Hank Dubois, Hank Amster and Jim McDaniel for their involvement. Have Patty tell you her poinsettia story! They were beautiful – thank you, Patty

Have a happy holiday season and a great New Year,

**Steve and Wendy**

## 1939 FORD PICKUP

*Clem Clement*

My 1939 Ford truck appears to be an interesting collection of loosely fitting parts. She came to me from Marty Williams, son of Gil Williams. Gil was a well known member of the Model A and Early Ford V-8 Clubs as well as probably others.

Gill enjoyed driving the truck and toured frequently with his Lady, Kate, by his side. After Gil passed, Marty moved the truck to his home area and it rested in storage there. Eventually it became time for the truck to find a new home and she wandered over here. I am honored to own such a vehicle and will try and continue the special care Gil and Marty gave her. Marty retains his Dad's Model A roadster pickup and the Chevy truck the two of them restored together.

I am able to say that the truck is a collection of parts because Gill had said that to me on several occasions. He said that it contained the best of several trucks he found and that it really was a '39. The inside door panels don't match, things have been added here and there, but she is a solid truck none the less. I have always wanted a 40 Ford Truck and this '39 will do just fine. We are also learning about '39 trucks as they have some differences from cars of that period. We still don't know what the hood prop looks like.

]

Sadly I stored her in my tent for a while as I was flogging my Model A back into running order. The local ground hogs found that ignition wire and harness wire is quite tasty on a cold winter's eve. So now we have bright new wiring. The ignition harness has been installed thanks to Cliff Green and the cowl harness is partially wired up. Gill had replaced the original harness with his own wiring, which was tasty to the ground hogs as well. Progress is being made now.



There is some fun about the gas tank filler pipes. There are two of them: One in the left rear fender that goes into the rear-mounted tank and another on the left back side of the cab. On the 1938 or at least some of them, the fuel tank is under the drivers seat, but the filler pipe is on the right side. So someone funning us or....

The plan is to continue till we get her up and running. Then she goes into my garage for some winter work. I'm a nut on nuts. Every nut and bolt will get a twist and then white chalked to show that it has been checked. This does wonders for a "new" old car and it happens to every car that adopts me. Lots of rattles leave town after that massage. Loose,

missing, busted nuts and bolts are replaced and all things inspected. Any rust is chased and some times undercoating is applied.



Surprises are dealt with. I remember that second gear needs some syncro work and this might be the time to do that. Also the gas tank needs an inspection. While in my hands she will be improved some, but she is not destined for a full resto- "just an old man aridin around in Gil's truck" is just right for me. Hopefully spring time she will be on the road. The current goal is to drive her to Winchester's Apple Blossom show or maybe the AACA Frederick Auto Fleas Meet.

I did chase up a few hub caps while at Hershey. I have yet to determine what the '39 truck hubcap looks like. I'm using caps that I like the look of. And the spare cap is different from the running caps. Gil had cut a slot thru the rim of a cap to allow the spare tire strap to be installed. Looks good to me. Another fun question, should the front window have a stainless beauty trim around it or not? The gearing mech for opening the front window is missing- where in the world do I find one of those? Apparently no factory FM radio neither nor an ash tray, although the '38 had an ash tray....

We puzzle on and thoroughly enjoy working on this ole truck. I could do this kind of work all day- it is so much fun, relaxing and stress-free. And many thanks to the Clubbers who have lent a hand and their advise to our project. I will gladly continue to report progress

### **THE EARLY FORD V8 FOUNDATION**

HAS SET UP ACCOUNTS FOR DONATIONS IN  
THE NAME OF

**BILL VINCENT &  
CHARLIE MORRISON.**

ANYONE WISHING TO DONATE A TAX DEDUCT-  
ABLE GIFT IN EITHER OF THEIR MEMORIES,  
PLEASE CONTACT: Millie Sheidt at 585-232-5210 days,  
585-637-8863 nights. Credit Cards accepted

## PUTTING ON THE BRAKES

*Jim LaBaugh*

Once you get an automobile moving, just how do you stop it? Hank "Safety of Steel" **Dubois** and Eric "Juice" **Sumner** provided Henry Ford's answers at November's meeting of the Northern Virginia Regional Group faithful. After all, the Model T stopped by use of a brake band on the transmission. Ford's competition (Chrysler) introduced hydraulic wheel brakes in 1924, with others using them in 1928 (Buick), 1934 (General Motors), and 1936 (all GM and Chevrolet). The first four-wheel drum brakes for Ford appeared on the 1928 Model A, and they were mechanical – a mode of braking used by Ford until 1939. Henry's motto was "Safety of Steel from the pedal to the wheel" in part because he did not want to pay royalties to the Bendix Aviation Corporation. Bendix or its subsidiaries made all brakes in the '20s and '30s. However, by 1939, cars were heavier, Ford sales had been declining, and the dealers wanted hydraulic brakes.



Hank and Eric used five different sets of brakes to demonstrate the different features of the braking systems used by Ford over the flathead V8 years. Three types of brakes were used in the mechanical period: "push and pray" brake-rod activated '32-'34 and '35- '36, and cable activated '37 – '38. The primary differences in each time period related to the size of the shoe and the springs within the brake. The last period saw a mechanical arrangement within the brake that used a wedge to apply more energy to the brake shoes against the drum than just the energy applied to the brake pedal. These "self-energizing" brakes produced as much force as obtained from the '39 to '41 hydraulic brakes. Yet, they are the fussiest and most complex of the mechanical type – cables tend to corrode, the four spring are color-coded as they were all different and correct placement is critical to the brakes effectiveness.

"Safety of Steel" Hank pointed out that an advantage of mechanical brakes was there usually was no complete failure of the system, unless a cotter pin fell out. While there is a bit more maintenance needed with respect to adjustment and lubrication, the brake lining was not subjected to being ruined

by fluid leaks. Hank mentioned it is important to adjust and lubricate the mechanical brakes every year or 1,000 miles. Of course, when working on the brakes, safety is important – there is asbestos in the brakes and the springs can be unwelcome projectiles.



Eric finished out the program with the "Juice" reminding the audience that Pascal's law is why the hydraulics work – pressure applied to a fluid is applied everywhere in the fluid. Our Ford's hand only one master cylinder. The

brake pedal activates the master cylinder which transfers the pressure, via fluid to all four wheels. In the 1960's a split circuit master was used, as loss of fluid in a single master cylinder system makes it difficult to stop. Two types of fluids have been used in hydraulic systems, a polyglycol ether that is hygroscopic, and a silicone that is non-hygroscopic. Eric noted don't mix fluids. Both Eric and Hank showed us so much interesting aspects of the braking systems, it was difficult to stop at the end of what was another fine program on the technical aspects of the early V8 Fords.



**BEN McDONALD**

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The editor would like to thank all the members that contributed to the VALVE CLATTER in 2004. Each publication contained at least four or more articles by members – this not only made it easier on the editor, but made for a more interesting publication.

Last year, due to an oversight, our rag was not sent to OLD CARS WEEKLY for consideration for their GOLDEN QUILL award – we hope to receive recognition for 2004.

ERR C R T A A E EAR  
CL REE E T R

*"The Ford is my auto; I shall not walk; it maketh me to lie under it in green pastures; it leadeth me into much trouble, it draweth upon my pruse, I go into the paths of death for it's sake, yea though I understand my Ford perfectly, I fear much evil, for the radius rod or the axle might break. It has a blowout in the presence of mine enemies; I ancint the tire with a patch, the radiator boils over. Surely this thing will not follow me all the day's of my life, or I will dwell in the house of poverty forever."*

Crawford County Democrat, July 30, 1914  
 (This verse was taken from the book "English, Indiana" made aware to me by Vern Parker in memory of Charlie Morrison)



## FORD MEMORABILIA

*Editor*

This will be a new feature in every issue. Members are encouraged to submit descriptions of Ford memorabilia of interest to our members –



What we have here is a rare item from the Ford Exhibition at the 1934 Chicago Worlds Fair. Twenty-one Ford suppliers had manufacturing exhibits to demonstrate their wares, and many of them handed out souvenirs to the crowd. Ford also had handouts including literature. All of these items are highly collectable. (See Dave Cole's articles "V8 TIMES" Vol. 35, #4). Some were as simple as a coin that was produced by the thousands and given away, while this 17 ¼ x 12 ¼ wood grained serving tray was sold for a dollar. It was the largest and most expensive item. The Motor Products Corp., Detroit was contracted by Ford to produce the walnut wood graining on the Ford dashboards of the 1934 deluxe cars. So, what could be more appropriate than to use this process on a serving tray and embellish it with a picture of the Ford Rotunda?



*Here is the display producing '34 wood grained dashboard. Note the mirrors to show the processes.*

I have only seen one of these examples at Hershey several years ago and the condition was poor for \$200. Not having looked at Ebay over the Thanksgiving holidays, I searched under Ford World Fair, and lo and behold, this tray pictured popped up with only two hours remaining until the end of the auction. This seemed like a perfect Xmas present for "one who has everything", so I put in a "killer bid" via Esnipe. (Esnipe.com, is a bidding service that places your

bid 30 seconds prior to the end of the auction. This way, you determine what you are willing to pay, bid that amount, and forget about it.)

Well, I won the bid at \$67.69 plus \$6 shipping and insurance! I think that this was a good deal, considering the rarity and condition. The description and the picture make me believe that this is a good one – we shall see, as I cannot open the box until Xmas!

Here is the "story" with the item description: "I acquired this item from the estate of Fred Sayre Motor Sales, in Ripley, WV in 1975 when the Ford dealership closed and the wife told me the story on how they had acquired this unusual piece. It was given to Ford Dealers and members of the Ford Motor Co management when they visited the Ford Expedition at the fair before it was opened to the general public"

### TECH TIP - *Editor*

The 1939-40 Ford has a side mounted filler cap on the split core radiator. It has stamped: 91A with the letter G under it located on the inside upper right corner of the tank. I understood that Ford also produced a top fill radiator that was used in hot climates since it will hold two more quarts of coolant. I purchased one of these in California at the Western National Meet flea market and had a friend ship it east. This radiator has 91A with the letter L and is solid core with the crank hole in the middle.

I checked with the '40 guru Tom Christanberry and he told me that is a "Service Replacement" and was not sure if it was installed at the factory. It is controversial on point judging, although as a Deputy Judge he allows it. However, I find no reference to it in the parts book. I decided to stay with the side fill for judging.

Now that my woodie has it's second Dearborn I am making modifications for touring. I had the top fill cleaned out and tested by Manassas Radiator who now operates out of Winchester. The radiator came back with the filler neck compressed on one side as though it was dropped. They denied it and said that is the way it was brought in!



I called a lot of local radiator shops until I found Wittstatt's in Falls Church who would look at it. No problem. I gave the repair man \$5 up front for his lunch and said I wanted a good repair as it was going in a restoration. He made the repair perfect and did not have to remove the top tank! This Korean has been working on radiators for 20 years and I highly recommend this place for your radiator work.

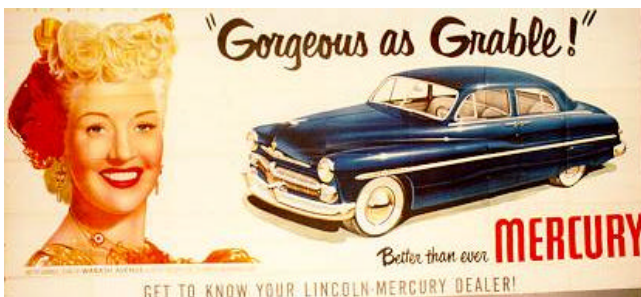
## FOR THE LADIES

Editor

Here is another example of Ford appealing to the women in their advertising. The billboards of the '50's that featured the Mercury's used movie stars to attract the attention of the passing motorist.



Now, ladies, doesn't this billboard entice you to buy that beautiful Merc convertible? Or how about Betty Grable?



And, the men were included also –



You can buy one of these billboards for your husband for Christmas, but you will need a wall 19' long and 9' high to display it! They are printed on specially treated paper that is easy to work with and fairly heavyweight. The billboard comes in 8 to 16 separate pieces that are folded up.

[BillboardsOfThePast@comcast.net](mailto:BillboardsOfThePast@comcast.net) has the complete inventory on their web site. These Merc ads are at the top of the price range commanding \$2,500 - \$3,000. I found this info in the Nov 4, *Old Cars Weekly*.

Looking for a Xmas gift, ladies? – How about a book authored by one of our members – **Von Hardesty**. His latest is "Air Force One". I enjoyed reading his "Lindbergh – Flight's Enigmatic Hero". Also "Red Phoenix: The Rise of Soviet Air Power" – all are available on Amazon.com.

## IMPROVING MECHANICAL BRAKES

### The "Hole" Story

*Mr. Torque – Bill Simons*

Those of you that have mechanical brakes and missed the short "Letter to the Editor" from Jerry Zokas in the July/August V-8 Times, it is worth taking a look at. Jerry was wrong when he said he was the last person to learn of this brake adjustment. Indeed, I must be the last person!

I have struggled to improve the braking on both my '34 Tudor and '34 Roadster for the last 30 years. Over that time I have replaced rods, turned adjusters, added floaters, and made numerous other modifications, in the hopes of improving my braking performance; all to no avail. The brakes were always "soft" which necessitated lots of downshifting when approaching red lights or stop signs, or many nervous moments when approaching an intersection on a yellow light. A "panic stop" was out of the question.



After reading Jerry's letter I immediately went out to the garage to look for the two holes. The pin on both my cars was in the "second" hole, that is, the hole farthest from the pivot point on the cross shaft. It took about 60 seconds to make the change to the "first" hole. As there is no pressure on this pin and it slips in and out easily once the cotter pin is removed. A road test produced amazing results! It was a good thing I was wearing my seatbelt or I might have hit my head on the windshield. I can now come to a squealing stop in both cars after making this change. I'm sure I took years off my tires just screeching to stops around my neighborhood that night.

For all these years, I never noticed those two holes. What a difference they make!

CONGRATULATIONS TO OUR NEW BOARD MEMBERS: FRANKIE MARTIN AND GREG MENSINGER

and RETIRING HANK DUBOIS.

See new assignments on back page

## BACK PAGE PICTURE

### My Last Words to Charlie Morrison:

*Bill Tindall*

Fellow V-8er Charlie, you were a great and awesome guy  
Which makes it all the harder to write this long good-bye.  
For you were someone kind, but like a mischievous boy  
Whenever you laughed or teased you brought us all some joy.  
For underneath what appeared as your bold and brash exterior,  
Beat the heart of a friendly guy with a warm and soft interior.

Charlie, you made friends easily at V-8 meets throughout this land  
With your '35 coupe and shop coat you appeared as really grand.  
Yes, Charlie you and your coupe were really one "sweet" pair  
With countless Dearborns won and done with style and flair.  
But often members would mutter or quietly bemoan,  
"Where on earth did Charlie get that damn telephone?"

Your many trips to the Antarctic provided stories full of wonder  
We found it hard to understand why you did not freeze by some  
unwitting blunder  
Because we also remember the year you caused quite a 'holler,  
When you tried to sell Clemson hats at 10cents on the dollar.

Even though my V-8 car would sometimes not run right  
You often gave me help, be it morning, noon or night.  
I tried really hard never to be labeled as a pest  
As you willingly gave your time, thanks for being the very best!

Every member in the Club will heartily agree  
You were very approachable and a guy that we could see  
Who was not only funny but did so much enjoy his life,  
It's a shame that you were taken from your adoring wife.

Remember the year we ran a Regional Meet?  
You co-chaired this event, a most remarkable feat.  
You made it possible for a smooth registration  
With your life-partner Dorothy, you were both a sensation.

The Annual Christmas party we remember as one great time  
Because you put us in the mood using your own little rhyme  
You used V-8 allegory to set the evening's pace  
By asking God to bless us with a V-8 year full of grace  
Which makes it all harder at these events we once shared  
To understand your untimely loss, it caught us unprepared.

When the reality of your call to V-8 Heaven does set in  
Your family, friends and buddies will remember all  
that you have been.  
Far and wide V-8 friends will gather in fond and glowing tribute  
For a member who gave his best and always would contribute.

Your probably think my rhyme and diction are a wee bit absurd  
But this will be the last time your friends will get the final word.  
Know that you have left behind good buddies tried and true  
Cliff, 2 Hanks, Billy, Dave and a Ken and others missing you.

We pray that God has pardoned you, but not in any rush  
As you likely whispered to him a joke that made him blush.  
We pray that he now has you happy and driving a Ford V-8  
But as you travel God's Highway, don't crash his Pearly Gate.

## SELL/WANT

No sell/want ad appear in the web edition



*H. DuBois (rt) accepts Lebkicker Award from D. Lombard*

## JANUARY 15<sup>TH</sup> TOUR

ADMIRE THE COLLECTION OF

### ACE ROSNER

The Model A Club will be joining us to view the  
extensive collect (26 + vintage cars) of Ace Rosner  
in the garage of his apartment building in NW, DC.

Because of the lack of parking we will be car  
pooling from the Ravensworth Shopping center,  
Braddock Rd, west of I495, meeting behind the gas  
station – leaving at 9:30 sharp.

**DON'T MISS THIS ONE!**







The Board of Directors are planning many interesting tours and programs for 2005 including the following:

- January Tour - Ace Rosner collection of 28 cars in NW Washington will be January 15 – meet to car pool at Ravensworth Shopping Center, behind gas station – leaving promptly a 9:30
- January meeting: Jan 11<sup>th</sup> – Program: Brakes Part II, Adjustments and Maintenance with Hank and Eric. Also 1940 film strip on brakes.
- February Tours - Feb 20<sup>th</sup> Open house, cars & trains at Clem Clement,s, Fairfax .
- Garage tour at Nick Arrington’s, Manassas , date TBA
- February Meeting: Feb 8<sup>th</sup> - Speaker on Alternate Fuels
- March Tour – March 26<sup>th</sup> Frederick Flea Market – Sugar Loaf Mt AACA Parts Meet
- March Meeting – Program: Generator and starter motor systems, Part II – Dave Gunnarson
- April Tour : Annual Poker Run Date TBA

## IT S DUES TIME ONCE AGAIN

PLEASE SUBMIT \$15 MADE OUT TO

Northern Virginia Regional Group and mail to

**Jim McDaniel, 7112 Ayers Meadow Lane, Springfield, VA 22150**

*You must belong to the National to be a member on any RG*

NAMES (INCLUDING SPOUSE) \_\_\_\_\_

Fill in parts that have been changed

ADDRESS: \_\_\_\_\_

CITY/STATE.ZIP \_\_\_\_\_

TELEPHONE \_\_\_\_\_ EMAIL ADDRESS \_\_\_\_\_

CARS OWNED \_\_\_\_\_

*If you do not want to cut this out, use any note paper with info.*





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



President: **John Girman** 703-242-1459

Vice President: <b>Dave Gunnarson</b>	703-425-7708	Programs: <b>Eric Sumner</b>	703-709-4164
Secretary: <b>Jim La Baugh</b>	703-573-9285	Property: <b>Frankie Martin</b>	703-928-7136
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Past President: <b>Steve Pieper</b>	703-860-2801	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**