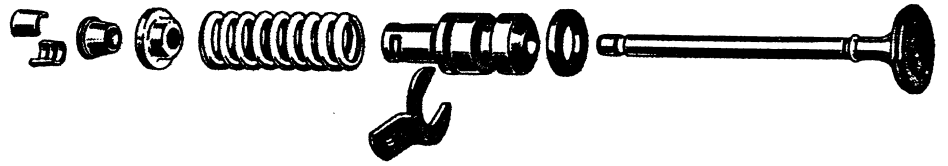




# Valve Clatter



## THE EARLY FORD V-8 CLUB OF AMERICA Regional Group 96

[www.nvrg.org](http://www.nvrg.org)

Volume XXXI, No. 1

January 2009

Jim LaBaugh Editor

## Happy New Year!

As our Regional Group enters its 31<sup>st</sup> year, we have the opportunity to celebrate another 75<sup>th</sup> anniversary - the '34 Fords. Despite changes in the hood, radiator, and grille lines from the previous year, distinguishing the '34s from the '33s may challenge many of the Ford faithful. Estimated gas mileage was 20 mpg (The V-8 Album, The Early Ford V-8 Club of America, 1985). Prices for V8 models ranged from \$360 for commercial chassis to \$660 for the Station Wagon. The most popular model, the Standard Tudor Sedan was priced at \$535. To put the cost of the '34 Fords in perspective, the average annual salary in the United States in 1934 was approximately \$1000.

Among the year class of 1934, many exist today owned by members of our club: Harry and Janet Foor's Fire Truck; Bill and Jo Ann Fox's Deluxe Roadster, Deluxe Fordor, and Standard Five-Window Coupe; Al and Barbara Mason's Deluxe Roadster; Mike and Myron Prater's Deluxe Roadster; Bill and Liz Simons' Deluxe Roadster and Tudor; Allen Ponton's Roadster and Three-Window Coupe; Bruce and Debby Mazzie's Roadster; Donald Hill's Five-Window Coupe; Michel and Alic Mote's Five-Window Coupe; Steven and Chris Ross' Five-Window Coupe; and John and Yvonne French's Panel Delivery.

The '34 closed cars featured a ventilation system that allowed occupants to move the window handle a half turn past closed, thereby sliding the front edge of the glass about an inch from the frame. Of course in nice weather, as at Greenfield Village this past July (*photo below*), the view from the open window of Bill Simons' Tudor could be as refreshing as the wind, particularly with other vintage Fords ahead.





## *January 2009*

I can't believe it's 2009! Seems like yesterday I was saying "I can't believe it's 2008!" Well the past year has flown by and left me with many great memories of the great events I've been able to attend with the V8 Club. Many of these events were planned by our own Board of Directors who put in the leg work to set up tours, car shows, picnics and so on. Just as in years past, our BOD has 2009 already in the works for another spectacular year of V8 fun. Keep your eye on the calendar for some of the events coming up and get out your V8.

As President of the club I look forward to working with our Board members to keep our club fun and active. On behalf of the club I would like to thank our Past President, **Dave Gunnarson** for the outstanding job he has done over the last two years, he leaves some big shoes to fill. At our January meeting, our very own **Cliff Green** will teach us all there is to know about early Ford shock absorbers. Cliff's knowledge of our beloved Fords is extensive and will surely make for one "smooth ride" of a program. Don't let the cold weather dampen your spirits, come on out for some V8 fellowship.

See you there,

Eric





## Northern Virginia Tech Tip Nostalgia

Thirty years ago, in 1979, our Regional Group had 41 members, according to Hank Amster's Treasurer's report at the end of the year printed in the January 1980 edition of the club newsletter. The first year's issues of the newsletter featured a message from the club President, cars and parts for sale, and a calendar of club meets. The first tech tip appeared in the October 1978 issue. Under the heading of Hot tip! Buzzy Potter wrote "For a quick cure for a slipping clutch shake or blow Bon Ami or Borax through the inspection cover hole." The next several tech tips were provided by Bill Dyer and included "Mix your own! Cooling System Corrosion Inhibitor" (May '79), "Ford V-8 Distributor Vacuum Brake adjustment" (October '79), "Camshaft Bearings" (January '80), and technical information about the the Ford cast-steel camshaft of 1932-1953 (April '80). Bill Dyer also provided technical information to the membership at monthly meetings. Today our club benefits from Tech Tips provided by Cliff Green, John Girman, Dave Gunnarson, Eric Sumner, Hank Dubois, and others both in print and at our meetings.

It is fitting in this 75<sup>th</sup> anniversary year of the 1934 Fords to note that technical information from Ford Dealer & Service Field literature from June 1934 constituted the next tech tips to appear in the club newsletter. The August 1980 issue contained the following two items:

### When Removing Distributor

When removing distributor from Model 40 V-8 cars, it is sometimes considered necessary to remove fan and generator. This is a job in itself. However, we have found a good shortcut as follows: Remove Fan belt from right pulley. Take distributor (back side first) around right side of motor. Pass vacuum brake adjustment just underneath cylinder head, until it starts to pass dip in fender shield above frame. Then turn vacuum adjustment up overhead - so the small part of the distributor can pass. Then it is out. (Or one bolt can be taken out of fender, just opposite carner of cylinder head, to make it easier.) But this isn't necessary, as I remove all with bolt in place. - *John W. Blevins, Ashland Kentucky.*

### Removing Front Fender

When removing front fenders from V-8 Fords, it is often considered necessary to remove radiator, shell, grill, and hood. Our short cut is to :

Remove three bolts from the side of the shell, and the two bolts from bottom of shell. Pull shell out at one side, about 3 or 4 inches, and put a wood block behind shell to hold shell out of the way. This saves about one hour on the job. -*John W. Blevins, Ashland, Kentucky.*

The September 1980 issue of the Valve Clatter included the following material from the same source:

### Repairing Model V-8 Clutch

First: Remove floor mat and inspection plate over transmission. Also upper floor-board.

Second: Disconnect shock-absorber arms, center U-bolts, brake rods, and universal joint ball cap.

Third: Raise car enough to allow rear spring to clear cross member of chassis frame, and pull read end axle assembly back far enough to remove universal joint.

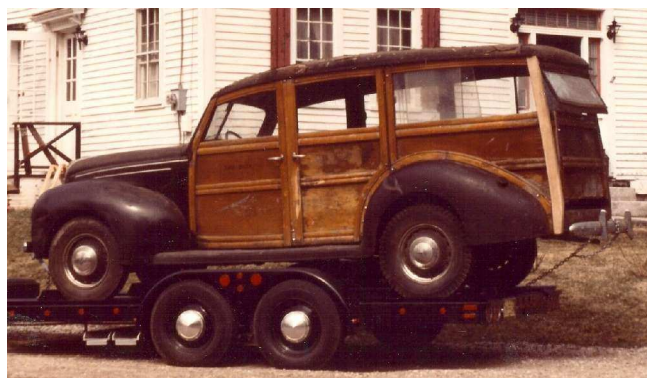
Fourth: Place jack under motor to hold in place on level. Remove two bolts holding the upper collar to motor support. also remove bolts from around housing. Now the transmission and clutch housing can be easily removed, allowing space to make necessary repairs to clutch. Use same method for transmission repairs. - *Wayne Curry, Chicago, Ill.*



You're in good hands at your Ford Dealer's!

## A Ford Odyssey

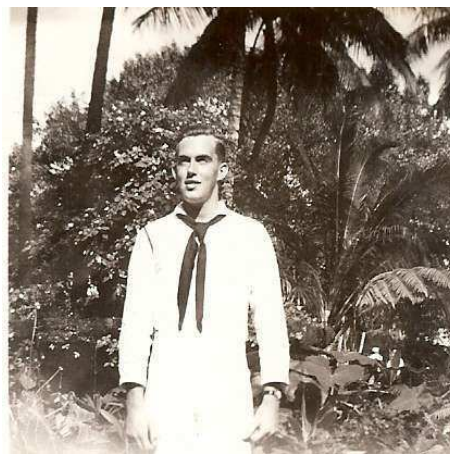
by Jim LaBaugh



The "bugs" on the window glass are 2 39. The body number falls within the range of those Station Wagons made in April of 1939. Those clues point to delivery to the first owner, a lady in New Hampshire, sometime in the spring of 1939. That same spring, the second owner, my father, is in high school. It will be 39 years before his path and those of the woodie cross in May of 1978, when he purchases the '39, removes it from the first owner's barn, and loads it on the trailer for the long journey from New Hampshire to New Jersey (*photo above*).

In the spring of '39, however, my father's future is one anticipating graduation from high school and then either working for his father in the milk delivery business or his uncle, a carpenter, not a rendezvous with a '39 wagon decades into the future. Far away, events are underway that will alter life after graduation. For 21 months, Japan has been at war with China, the war that will ultimately lead to the entry of the United States into the global conflict of World War II (*Empires in the Balance, by H.P. Willmott, Naval Institute Press, 1982*). Years later, my father will recall the fact one of his High School teachers told his class exactly how the attack on Pearl Harbor would take place - the time of day, the day of the week, and the direction of the approach to attack were in a report written in the 1920s by American aviator Billy Mitchell. A recollection of my father's I particularly remember in years when December 7 falls on a Sunday, as in 2008.

Four years after the delivery of the '39 Wagon to its New Hampshire owner, my father joins the Navy and the 13<sup>th</sup> Special Naval Construction Battalion. "Boot" camp begins July 9<sup>th</sup>, 1943 at the U.S. Naval Construction Training Center, Camp Peary, VA, with a side trip to Norfolk VA for Anti -Aircraft training in September. More training in Gulfport, Mississippi, in October is followed by time in Los Angeles, then a November 22 departure from San Diego. Destination - Hawaii. As the '39 wagon weathers a fifth New England winter, my father trains on Hawaii for the eventual landing on Guam.



After a long journey across the Pacific, on July 21, 1944, the 3<sup>rd</sup> Marine Division lands on the Agana Bay invasion beach. Years later, my father speaks rarely of the war, like so many of his generation. The only mention of the battle is his recounting how courageous the Marines were, based on the view of battle from the fleet, as well as the Japanese dead and the debris of war he and his fellow Seabees began to clear when they landed on the Agana Bay beach as the Third Marines moved inland to continue the battle to secure the island, along with the 77<sup>th</sup> Infantry Division and 1<sup>st</sup> Provisional Marine Brigade that landed on the beach south of Orote Point.



In 1960, the first owner of the '39 retires it and parks it in her barn in New Hampshire. My father, the second owner, has been busy post-war - going to school on the GI Bill, building a house from a Weyerhaeuser kit, and raising a family in the New Jersey suburbs of Newark. In 1960, the only Ford Station wagon I am focused on is the mid-50s wagon my father washes and waxes every weekend that weather allows - a ritual that includes my participation. In the early '70s my father buys a '30 Model A Tudor - a driver with juice brakes. In 1978, after many years of the pitch, yaw, and roll driving the A, he learns of the '39 from a Model A club member with connections to New Hampshire. In May of 1978, the '39 arrives in New Jersey. (*continued on page 5*)



## A Ford Odyssey (continued)

The wagon was suffering from the usual dry rot in the wood on the rear corners, and rotten metal along the joint between the wood and the rear fenders and the front floor. The engine does not run. The vehicle, however, was relatively intact. After many years in the home garage, in 1993 my father realized a full restoration was beyond his abilities and turns the car over to a member of his Model A club who is in the restoration business. The car was completely taken apart, metal blasted, primed, and painted. Where metal was missing, particularly on the rear fenders, new metal is added and welded in place. Photos are taken of the project during different stages of restoration, providing useful documentation. This truly “barn fresh” vehicle requires much to bring it back to reasonable condition.



The plan regarding the wood was to attempt to save as much of the original as possible. A modest amount of it was saved, which was fortunate because some of the pieces are not easy to replicate. In the case of this '39, the driver-side front door piece that is hinged to the metal was not saved and the replacement is not correct. The advice of Dave Westrate, who made the entire wood body for his '39 Standard Wagon, will be most welcome and useful as I attempt to remedy the error. The photo below reveals which wood was saved and what is new. The new wood is the lighter color. (continued on page 6)



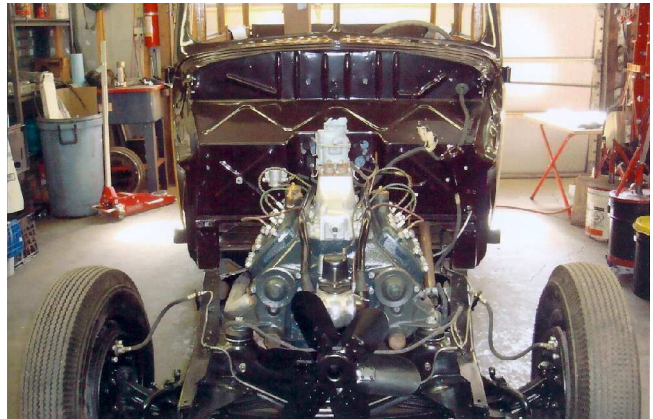


## A Ford Odyssey (continued)

The dash needed a bit of work as well. And another two restorers would be involved before it is completed.



The first restorer closed shop shortly after my father passed away in 1999. The car then languished at another restoration shop in Pennsylvania for many years. Eventually, Bob Wild provided a connection to Ben McDonald, who helped me retrieve the wagon from Pennsylvania and completed needed work, including getting the engine running again after it deteriorated in storage for so long.



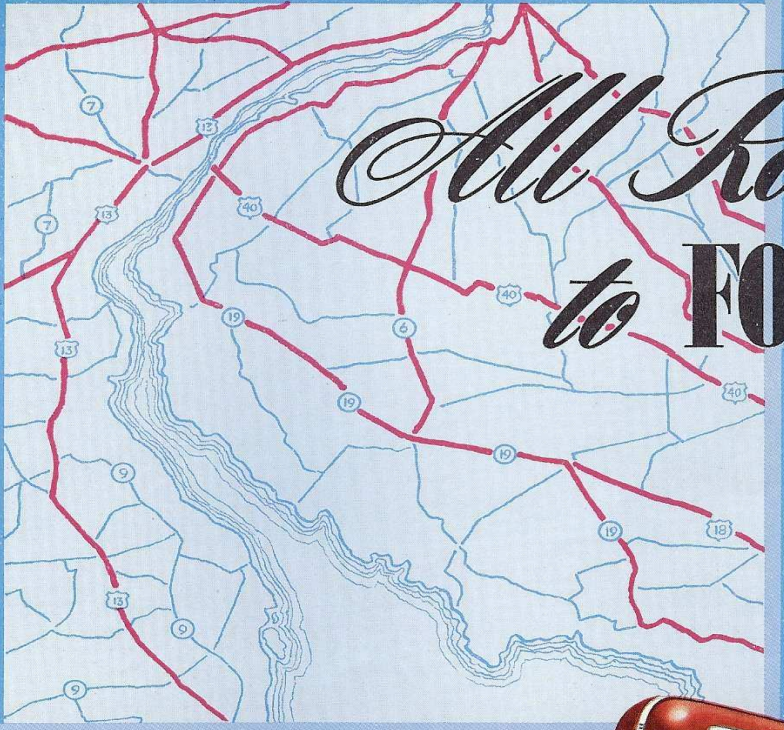
In 1979, 40 years after the car was delivered to the original owner in New Hampshire, I traveled on a business trip to Oahu and Guam, thereby retracing my father's journey in the '40s. In the capacity of providing technical assistance to the Navy, I was able to see more of the island in a week than he did in the long months stationed there between 1944 and 1945. The trip gave me a greater appreciation of my father's Pacific Odyssey and the vast distances involved. Today, the '39 is home in my garage, awaiting the rest of the work I will do to finish the car – roof, gutters, glass. Now I can fulfill what my father intended when he purchased it over 30 years ago- get it on the road, on tour, and to car shows. I am looking forward to seeing real bugs on the windows to accompany the 2 '39 Ford bugs that have been there these past 70 years.



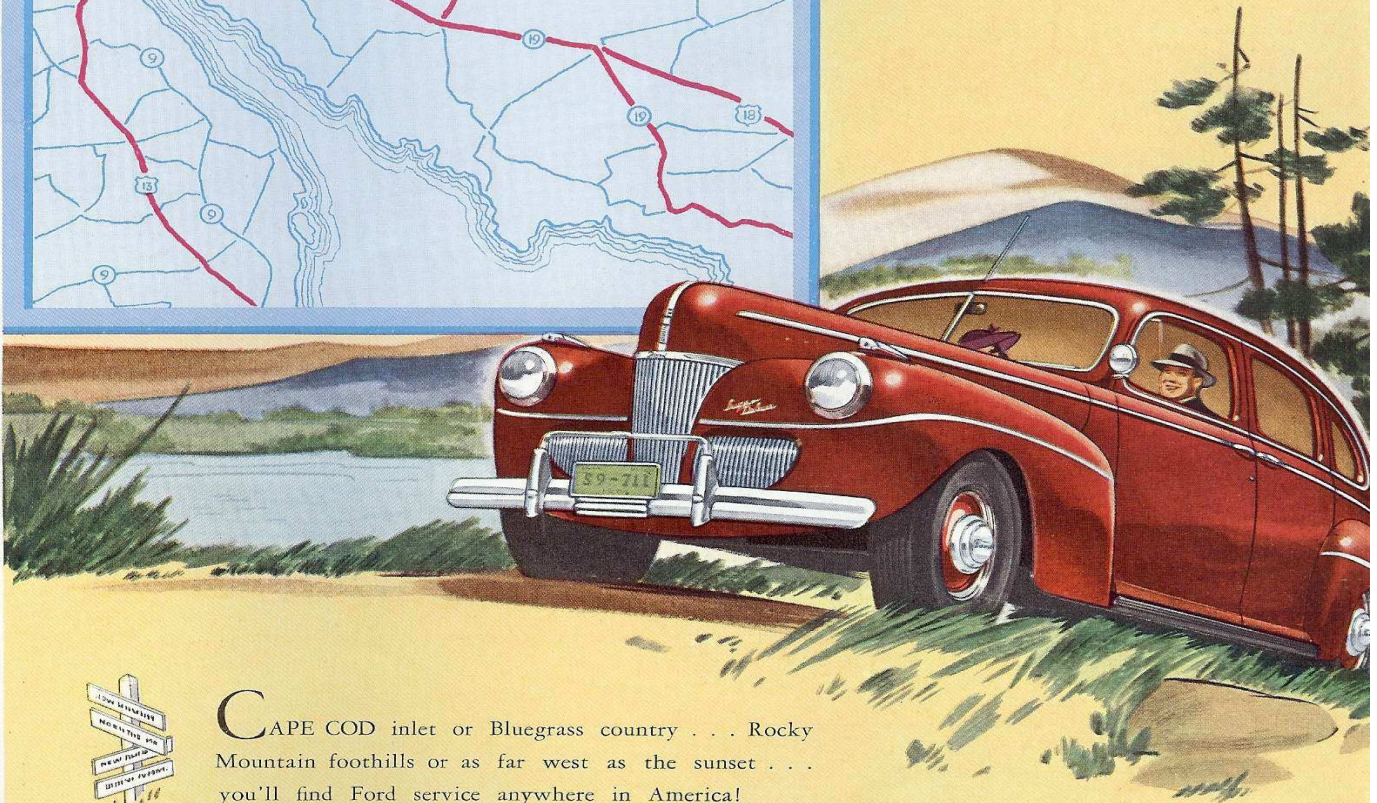
## Your 2009 Board of Directors

After the election this fall, the Board of Directors met and decided on the occupancy of different offices for 2009. The results of changes in various offices is shown on the back page of this issue. Board members serve two-year terms with half of the board positions up for election each year. The following directors' terms expire at the end of 2009: Eric Sumner, John Sweet, Cliff Green, Leo Cummings, and Jim LaBaugh. Serving on the board is a rewarding experience. The election cycle each year provides an opportunity for those thinking about assisting the club in a more formal way the chance to do so. Happy New Year!





# All Roads Lead to FORD SERVICE



CAPE COD inlet or Bluegrass country . . . Rocky Mountain foothills or as far west as the sunset . . . you'll find Ford service anywhere in America!

Ford service is based on a desire to help you get lasting, trouble-free motoring enjoyment. It goes beyond the individual adjustment or repair job. It stands for the *personal* interest of thousands of Ford Dealers in your car, a continuous guardianship of its performance and reliability. Wherever you drive this summer, bear in mind that the Ford Service Sign is your dependable guide to personal Ford service at economically low prices!



LOOK FOR THIS SIGN

**Your Authorized Ford Dealer**



## The view from the keyboard

Editor



As I begin the second year of a two-year term as editor, I take this opportunity to thank all those who contributed articles and notes to the Valve Clatter in 2008. Such contributions are essential to the success of the Valve Clatter. By taking the time to write an account of our monthly meetings, tours, car shows, and other journeys, as well as tech tips, reports on restoration, web sites, book reviews etc., these club members have done a great service to fellow Flathead Ford enthusiasts in the club. Thanks to: John Sweet, Cliff Green, Al Edwards, John Girman, Maurie Roesch, Dave Westrate, Jason Javaras, Jerry Lunt, Don Lombard, Clem Clement, Hank Amster, Eric Sumner, Roy Judy, Dave Gunnarson, Von Hardesty, Bob Wild, Ken Burns, Jim McDaniel, Jim Nice, John Ryan, Bob Belsley, Mike Prater, Barry Frise, Art Zimmerli, Allen Ponton, and Bill Simons (*apologies in advance if I missed someone*). The material provided by these club members helped in the construction of each month's issue from the foundation provided by the regular President's column by Dave Gunnarson and event calendar by Ken Burns. As 2009 unfolds, I again encourage members to submit photos, tales of our exploits, restoration news, nostalgia, etc. so that the Valve Clatter can continue to be of service to our Regional Group.

### Literature seeking a new home:

I have a stack of Woodie Times from 2001 to 2008. I just don't have room to keep them, so before they head for the re-cycle bin I would be happy to give them a new home to a club member. Bill Simons 202-776-5030



## January Garage Tour

We will kick off our 2009 touring season with an "encore performance" – a visit to Bill Potter's "Big Top" garage in Potomac, Maryland. We last toured Billy's Big Top in February 2003 and what a great time we had .... except for the weather! Bill says he has a bunch of new things to show us including his latest project, a '32 Roadster set up as an early dry lakes racer replete with an era-correct flathead race engine. If you haven't seen Bill's garage and his extensive collections of cars, motorcycles, rare speed equipment and other parts, you will want to go on this tour! Of course, if you've been to Bill's garage before, you know what a treat it is and you'll want to go again!

When – Saturday, January 24, 2009

Where – Bill Potter's Big Top Garage, Potomac, MD

Lunch – Broadway Diner, Rockville, MD

**Meeting place & time – Fair Oaks Mall @ 9:00 am**

Information/Sign-up – Call Hank Dubois (703-476-6919) or Leo Cummings (703-866-9707)

[Don't miss this tour!](#)

January program, Tuesday, January 13th, 2009- Cliff Green will present a program on shocks - be there to absorb it all.

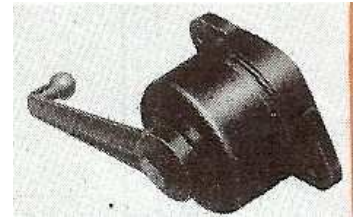


*Above-Reconditioned Shock Absorbers save money and time. They have been completely rebuilt, and new fluid has been put in.*





# NVRG Calendar



## January

- 13 **Membership Meeting** - 7:00 pm - Nottaway Park - **Program:** Shock absorbers by Cliff Green  
**Refreshments:** Don Pauly
- 24 AACA Winter Automotive Parts meet, Sailwinds Park, Cambridge, MD 7 am to 1 pm
- 24 **Garage Tour- Bill Potter's Big Top Garage, Potomac, MD** Departs Fair Oaks at 9:00 am details page 8
- 27 NVRG Board of Directors meeting - 7:30 pm @ Oakton Library
- 31 **Valve Clatter deadline** - send items to Jim LaBaugh (jlabaugh@verizon.net)

## February

- 10 **Membership Meeting** - 7:00 pm - Nottaway Park - **Program:** Wavecrest by Ken Burns  
**Refreshments:** David Westrate
- 22 Clem Clement's annual car and train extravaganza 12-5 pm
- 24 NVRG Board of Directors meeting - 7:30 pm @ Oakton Library
- 28 **Valve Clatter deadline** - send items to Jim LaBaugh (jlabaugh@verizon.net)

## Down the Road

Garage tours in January, February, and March - details to follow.

June 6, 2009 - 52nd Annual Antique Automobile Meet. Hosted by the Historic Fredericksburg region, AACA.  
Caroline Street, downtown Fredericksburg, VA. Contact J. Brown at (540) 372-6896  
2009 Eastern National Meet, Hartford, CT June 24 to 27, 2009

***It is dues time once again***

**PLEASE SUBMIT \$15.00 MADE OUT TO:**

**Northern Virginia Regional Group and mail to:**

**Dave Gunnarson, 10707 Ellies' Court, Fairfax Station, VA 22039-1876**

*You must belong to the National to be a member of any Regional Group.*

NAMES (Including Spouse) \_\_\_\_\_

Fill in any information that has changed

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

CITY, STATE, ZIP: \_\_\_\_\_

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





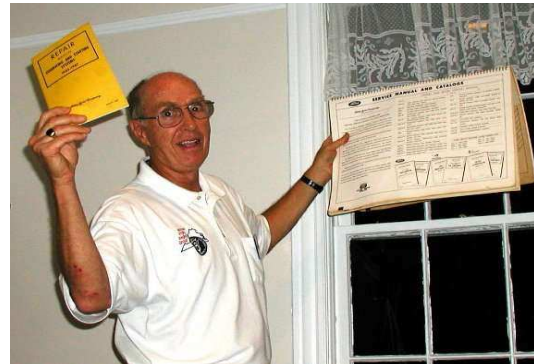
**Board of directors**  
**Northern Virginia Regional Group**



President: **Eric Sumner** 703-860-1916

VP & Programs:	<b>John Sweet</b>	703-430-5770	Calendar:	<b>John Girman</b>	703-242-1459
Secretary:	<b>Cliff Green</b>	703-426-2662	Property:	<b>Frankie Martin</b>	703-973-1376
Treasurer:	<b>John Ryan</b>	703-281-9686	Activities:	<b>Dave Westrate</b>	703-620-9597
Membership:	<b>Dave Gunnarson</b>	703-425-7708	Historian :	<b>Don Lombard</b>	703-690-7971
Tours:	<b>Leo Cummings</b>	703-866-9707	Newsletter:	<b>Jim La Baugh</b>	703-573-9285
Refreshments:	<b>Greg Mensinger</b>	703-893-5644	At Large:	<b>Hank Dubois</b>	703-476-6919
Past President:	<b>Dave Gunnarson</b>	703-425-7708	Web master:	<b>helenandken@verizon.net</b>	

**Mark your calendar !**  
**The January Meeting is on**  
**Tuesday January 13**  
**at 7:00 pm in the historic Hunter**  
**House, located adjacent to the tennis**  
**courts, Nottoway Park, Court House**  
**Road, Vienna, VA**



The program: **Cliff Green on shocks**



**FIRST CLASS MAIL**

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