



# Valve Clatter



Northern Virginia Regional Group



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

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

Volume XXXII, No. 3

March 2010

Ken Burns Editor

## SNOWMAGEDDON!!!

Our February tour to Arlington Armature/Springfield Radiator was cancelled because of a "little" snow. And then our February meeting was cancelled because of *even more* snow. Finally, Clem had to cancel his Old Car & Train Day. I can't figure out why we don't drive our V-8s (and trains) in the snow like these folks did "back in the day!"



## Up Front with the President



March 2010

Uncle! Uncle! Uncle! I've had enough snow to last a lifetime. I feel like I've spent most of February either behind the controls of a snow blower or on the business end of a shovel. Even my boys are tired of the white stuff, they and their buddies put together an informal work crew to clear a piece of pavement of snow and then swept away the sand just to have a place to ride their skateboards. The snow has had one benefit though, it has forced my off the couch and provided an impromptu form of exercise as I continue to dig out my '41 P/U truck. It is by no means ready to go anywhere, but I just feel better knowing it's not stuck.

I do see the snow melting a little each day and my Dad says he has seen crocus starting to peek out of the ground so Spring is not far off, regardless of what a famous groundhog says. So get out your walking shoes and start making a list because the swap meet season will soon be upon us. As a club, we kick off the Spring season with our annual trip to Fredrick MD to walk the fairgrounds on the hunt for anything covered with rust or grease. I always find something I can't live without and the time spent with V8er's helps lift the mood and shake off the Winter blahs. See the Club calendar for details about carpooling up to Frederick.

Because of the weather we had to deal with in February, we had to cancel our tour to Arlington Armature. Fortunately Leo Cummings was able to reschedule the tour for March so we will get another chance to go tour their facilities. Please let Leo know if you are able to attend. Read on for details.

Our general membership meet was also cancelled last month but fear not, Ken Burns is cued up once again to present some of the oddities of the automotive world with "What were they thinking?" a review of a display from the Peterson Automotive Museum in Los Angeles. Should be interesting!

**PLEASE NOTE....OUR MARCH MEMBERSHIP MEETING WILL BE HELD AT THE CLARKE HOUSE IN ANNADALE.....**Read further for details.

Hope to see you there,

**Eric Sumner**

## MUSEUM REVIEW

### A Trip to the Volo Museum

by John Sweet



For those that cruise the net, or maybe even the back roads of Northern Illinois, you may have run across an advertisement for Volo Automotive Museum. Located in the village of Volo, about an hour's travel north of Chicago, Volo is a neat place to spend an afternoon. Despite the "museum" moniker, all the cars you see are for sale. Some are owned by The Volo Automotive Museum, while others are there on consignment. The complex is comprised of several antique malls and four building's reserved for the "museum." If one goes (as my Dad and I always do when visiting my sister) you'll find a variety of cars. A real draw of Volo is their "cars of the stars." Volo is home to the original 1960's TV version of the Batmobile, based on the Lincoln Futura show car and later customized by George Barris. The other big draw (and high dollars) is muscle cars from the 1960's and 1970's in three of the four buildings. While I find most of those cars somewhat of a yawn, I do appreciate seeing things like the Ford Taurus used in the movie "Robocop" or even a car built for the movie Dick Tracy.



My favorite building though is #4, just off to the side. Building #4 is where the good stuff is. Cars of the 1930s and 1940s includes a fair number of Early Ford V-8's.

On this year's sojourn, the museum had a number of nice Ford V-8s. The first one, a 1935 three Window Coupe was actually located in building #1. Building #1 is normally reserved for the muscles cars and rods. At first glance the '35 looked stock, but a closer look revealed a very nice period style hot-rod conversion.



Installed were Offy heads and all the related speed equipment that one could put on a Ford to make it go faster. The reason for this became apparent when I glanced at the TV monitor that was showing a History Channel movie clip about bootleggers. While I doubt that this neat looking '35 was an actual bootlegger's ride, it did look good, and that long sloping rear deck just hinted at the potential for "hooch" underneath.



As for the rest, this year had a decent selection of cars that I like. In the back was an uncompleted '35 Cordoba gray four door convertible restoration that I swear was there about 3 years ago. The work is further along than last time, and it was neat to look at.



Its companion, a '35 Cabriolet, also in Cordoba

Continued on Next Page

gray, was another older restoration that was looking for a new home.



My favorite this year was a dark blue Tudor Super Deluxe sedan. A notebook beside the car indicated the amount of work and time that went into the restoration of this car. While the price of \$24,000 was bit steep for a sedan, the car really looked great and ready to drive off on the next Lebkicker Tour.

Another one was a '38 Standard 5 Window Coupe. I have always been partial to '38's both on the Ford, as well as, the Lincoln side. It looked to be a fun car and despite the conversion to sealed beams, it was basically all together and looked to be great touring car.



For the shoe box aficionados, there was a nice '51 Fordor that looked ready for either show or go.

Although all the prices leaned towards the steep side, it is always fun to look and kick a few tires. Despite the predominance of cars from the 50's and 60's, Volo always has always made the visit worth while, so if you ever find your self 50 miles north of Chicago on Illinois Route 120 west and you see a '57 Chevy hanging in the air, turn right and in less than half a mile you'll find yourself at the Volo Automotive Museum. For those who use electrons to do the driving, visit Volo on the web at [www.volocars.com](http://www.volocars.com).

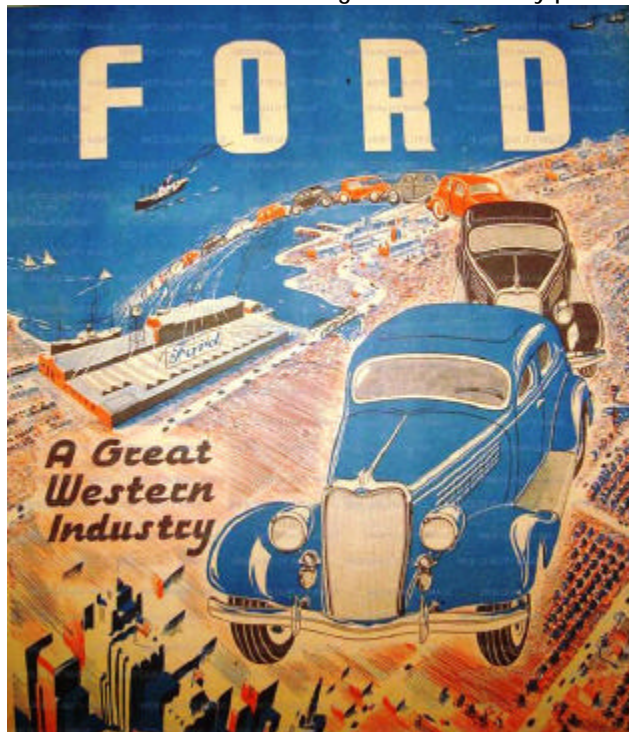
## CELEBRATING 75 YEARS OF THE 1935 FORD

*Editor's Note: I've been a little remiss about helping celebrate the 75<sup>th</sup> anniversary of the 1935 Ford but John's article and this article by Dave ought to start making up for my previous neglectfulness.*

### Long Beach Assembly Plant

by Dave Gunnarson

On a windy, cold and snow-covered night, one refuge from not being able to work on my old Ford is a hunt through eBay for parts and who knows what. In the latter category, I stumbled across a 1935 Ford literature item from the Long Beach assembly plant.



The colorful artwork caught my eye. This is the cover of an eight page February 17 1935 supplement to the Los Angeles Examiner. It is 17 x 21 inches of full page, three color artwork. Inside the supplement are various articles on Ford motor cars and the Ford Corporation with many black and white photographs and advertisements. Also a half page of black and white photographs are included showing some of the women in Hollywood who drive Ford cars. These include Joan Blondell, Ann Sothern and Arline Judge among others. This fits with Fords intention of marketing to women. On the back page is an excellent full page three color advertisement for the new comfort-engineered Ford v-8 motor car.

One thing I find interesting is the ships in the harbor perhaps symbolizing the unloading parts

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from the Rouge Factory. I can imagine the artist getting the instructions for his commission "show the Fords flying out of the factory".

Apparently, the Long Beach plant had been idle for a while and re-started in 1934. I presume that full production in 1935 may have spurred this advertising piece. The following information is from the Lorin Sorensen book *The Ford Factory*, part of the magnificent large-format series he produced.

Replacing the old plant in downtown Los Angeles was a new Ford assembly plant at Long Beach which opened for full production April 21, 1930.

Located on Cerritos Channel off the Pacific Ocean with deep water dock space for two shops, the site had three sets of railroad tracks with room for 60 freight cars. Initial output was 370 cars per 8-hour shift, and distribution was to all of Southern California, Arizona, and part of Nevada and New Mexico.



Long Beach Plant as view from the Henry Ford Bridge – June 5, 1936 – from [www.fordmotorhistory.com](http://www.fordmotorhistory.com)

A pressed steel operation was added to the plant in 1930 to supply manufactured fenders, splash apron, and other body parts for its own use, as well as other plants on the West Coast. This department was discontinued when the entire plant was temporarily shut down as the result of the Depression, from December, 1932, to mid-1934.



A 1935 5 Window Coupe leaves the Long Beach Assembly Line – from [www.fordmotorhistory.com](http://www.fordmotorhistory.com)

Meanwhile, 31 oil wells were developed on the property. Pumping of these wells affected the landfill site, and for many years afterward the plan was plagued by a gradual sinking below sea level.

Assembly operations resumed in 1934 and continued unabated until February, 1942, when general civilian car production ceased. During World War II the plant was taken over by the U. S. Army Air Corps.

Civilian Ford vehicle production resumed here in late 1945, and in 1946 a total of 18,647 cars and 6,051 trucks were turned out. Expanded and modernized during 1949-52 the Ford Plant at Long Beach was still in production in 1957 with 1,780 employees on the payroll.



The photo is a view of the Ford Assembly Plant at Long Beach, California, in 1946 showing the oil development on the property.

Copious information about the Long Beach Assembly Plant is at: [http://fordmotorhistory.com/factories/long\\_beach/index.php](http://fordmotorhistory.com/factories/long_beach/index.php)

**FORD V-8**

**New Touring Sedans, with Built-in Trunk**

Now among the Ford body styles for this year are the Touring and Custom Touring Sedans. Their heavy, comfort, riding, V-8 performance and economy make them popular, practical family cars. ... The built-in trunk, across the length of these Touring Sedans, and out on the luggage platform, it holds securely and is easy to open and fasten. The large opening makes it easy to get luggage in and out. ... The Ford Touring Sedan are upholstered in a choice of Bedford-Lord or Ward Studio, with many other appointments to match. Everything is distributed by new and modern. ... For especially important features are the V-8 engine, Custom Plate riding wheels, all steel body and Safety Glass throughout in an extra cost, V-8 power and appearance make more enjoyable motoring. These years on the road in the service of a million and a half owners have proved that the Ford V-8 is the most economical Ford ever built.

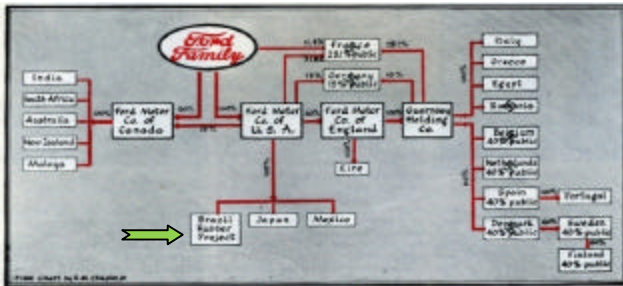
## BOOK REVIEW FOLLOW-UP

by Editor



Here's a little follow-up to Cliff Green's excellent book review of *Fordlandia* by Greg Grandin. *TIME* magazine, March 17, 1941, featured Henry Ford on it's cover for the third

time and contained an article about Henry's world-wide industrial empire including a mention of the rubber plantation in Brazil, aka Fordlandia. The illustrations below are taken from that article and show the breadth and reach of the Ford empire in 1941.



A 1937 Fordor stuck in the mud at Fordlandia.



From The Henry Ford

## NVRG AUTOMART



**For Sale** – Car Trailer – 1997 Texas Rollback Trailer with 18'bed. This trailer is slick - no ramps. Easy to load cars without help. Bed slides back and tilts to the ground. Very low tilt angle allows cars with very low clearance to be loaded easily. Good condition. \$2,600. Mark Luposello, 703-356-3764. 01/10



**For Sale** – Ford Engine – 6 cylinder/223 CID engine came out of my 1955 F-100 pickup truck. Had complete new valve job and ran beautifully before removal. Best Offer. Leo Cummings, [RMPLHC@aol.com](mailto:RMPLHC@aol.com) or (703) 866-9707 (H) or (571) 212-7747 (C). 01/10



**For Sale** – 1953 Ford automatic transmission with converter - \$150 or best offer. Wayne Handy @ 804 746-1376 or email [pennytoy@comcast.net](mailto:pennytoy@comcast.net). 02/10



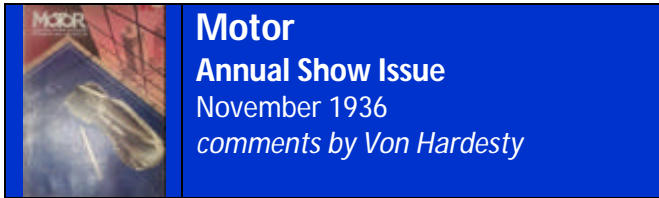
**Wanted** – Pair of horns for 1936 Ford DeLuxe. Jim Cross, 703-777-8561. 01/10



**Wanted** – Spring shackle stud driver and replacer tool. Would like to buy, rent, or borrow the C-clamp type tool for installing and removing studs on 32 - 48 cars. Also interested in spring spreader and rear axle service tools such as pinion bearing remover and installer tools. John Ryan, [john@ryanweb.com](mailto:john@ryanweb.com), 301-469-7328. 03/10

## HELP WANTED

The Club needs some folks to scan old issues of the *Valve Clatter* to PDF format for our archives and posting on our web site. If you can help out by scanning some of the issues, please contact Ken Burns at [helenandken@verizon.net](mailto:helenandken@verizon.net) or 703-978-5939.



This issue, cost of \$1.00, showcased the auto industry and the new 1937 models. One illustrated spread, with sketches of early model autos, dealt with history, **"45 Years of the Automobile."**

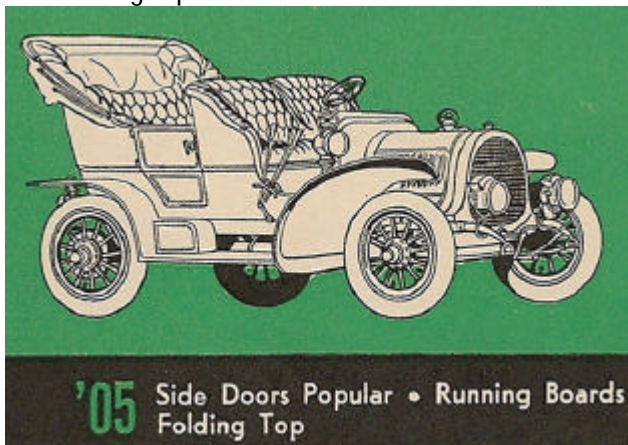


The illustrated history celebrates the rapid development of "horseless carriage" by showing the design and technological changes over nearly a half century.

Even in 1936, readers of *Motor*, were keenly aware that the new 1937 models were at the cutting edge of modernity.

Here's a summary of car design changes by year:

- 1892—the automobile was a "tiller steered rear engine buggy"
- 1893—Buggy lines are simplified
- 1899—Crank steering and single tube tires introduced
- 1900—Steering wheel appears
- 1901—Buggy design grows a hood
- 1902—Some autos shift engine to the front
- 1903—Radiators from the front of hood
- 1905—Side doors are popular, running boards, folding tops



- 1908—Fenders sport new stylish look, lowered steering wheels
- 1911—Four doors, metal windshield, running board aprons
- 1913—Driver at left, electric lamps, spare in rear
- 1916—One man top, flush cowl
- 1920—Sloping windshield hinged for ventilation
- 1923—Radiator nickel-plated, cylindrical lamps, bumpers widespread
- 1926—Closed cars popular, balloon tires, two-tone colors
- 1928—Lacquer paints, chrome plate, bullet lamps, radiator ornaments
- 1929—Radiator shutters, military sun visor
- 1930—Small stylish wood wheels, window trim
- 1931—Front fenders curve (soon to conceal undercarriage – *Von*)
- 1932—Radiator grille, sloping windshield, inside sun visor, wire wheels (What? No mention of Ford's V-8? - *editor*)
- 1933—Slim grille, filler cap inside, rounded roof, fender skirts
- 1934—Cowl disappears, more windshield slope, built-in trunk, enclosed rear wheels
- 1935—Vee windshield, hood extended, sloping rear, big hub caps (What about streamlining? e.g. Hudson Terraplane, Chrysler Airflow – *Von*)
- 1936—Die cast grille, streamlined lamps, all steel roofs



- 1937—Grille and louvers blend, hood hinged at rear, disc wheels



## FORD MARKETING APPEALS TO WOMEN

From the Collection of The Henry Ford



In the early 1950s, Ford developed a promotion called "Motor Mates"—coats and accessories for women that matched the colors and interior fabrics of Ford automobiles. The cover for the 1953 brochure sent to Ford dealers appears above. Inside the brochure, dealers were advised about ways to "Use Motor Mates Coats to Sell Superb Ford Styling to Your Customers," about two new "Motor Mates" coats to accompany 1953 models, and about new "Motor Mates" handbags made from "actual Ford Victoria nylon upholstery fabric."

*Editor's Note: I find it interesting that the "Motor Mates" brochure is titled "Coats for 1953" but definitely uses 1952 Victorias in the illustrations.*

*John & Patty – here's something else to look for at Hershey! Looks like the green handbag would be the perfect accessory for your Vicky!*



From the Collections of The Henry Ford  
From the Collections of The Henry Ford



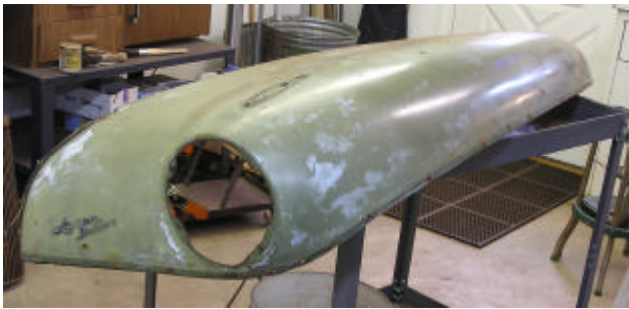


## TECH TIP

### Product Review – 3M Scotch-Brite Bristle Disc

by Ken Burns

Getting your sheet metal ready for bodywork and paint can be accomplished in numerous ways. You can use chemical strippers, sand or soda blasting, abrasive discs or some combination of the above. Each method has its advantages and disadvantages. Since I had opted to have the bodywork professional done by Warren Barbee I decided to see what he recommended. After looking over the sheet metal Warren recommended that I strip the original paint off using 3M Scotch-Brite Bristle Discs. Bristle Disc will remove all the paint and loose rust without damaging the metal. To remove rust from heavily pitted areas I would then have the metal chemically de-rusted.



I like to do as much of the work as I can (maybe because I'm cheap), so I chose the Bristle Disc approach. You can buy Bristle Disc at the various Fairfax Auto Parts stores, at Total Auto Parts or from numerous on-line vendors like Eastwood and Amazon. Shop around for the best price because it can vary substantially, especially with on-line vendors offering special incentives like free shipping.



Bristle Disc is available in various size and grit combinations. I have a Craftsman right angle grinder and a pneumatic die grinder so I used a couple of the 50 grit 4.5" green discs (above, left) for the large surfaces and some 50 grit green and 80 grit yellow 3" discs (above, right) for tighter spots. You'll also need to purchase a Roloc attachment set for the 1", 2" or 3" Bristle Discs.

When using this product it's important that you

take adequate safety precautions that you normally would when grinding anything - standard ear, eye and breathing protection are a must because you'll generate an unbelievable amount of dust and debris. I did all the stripping in my shop because it was too cold and wet to work outside but if I had to do it all over again I would wait for better weather. It took me as long to clean up the shop as it did to strip the metal.

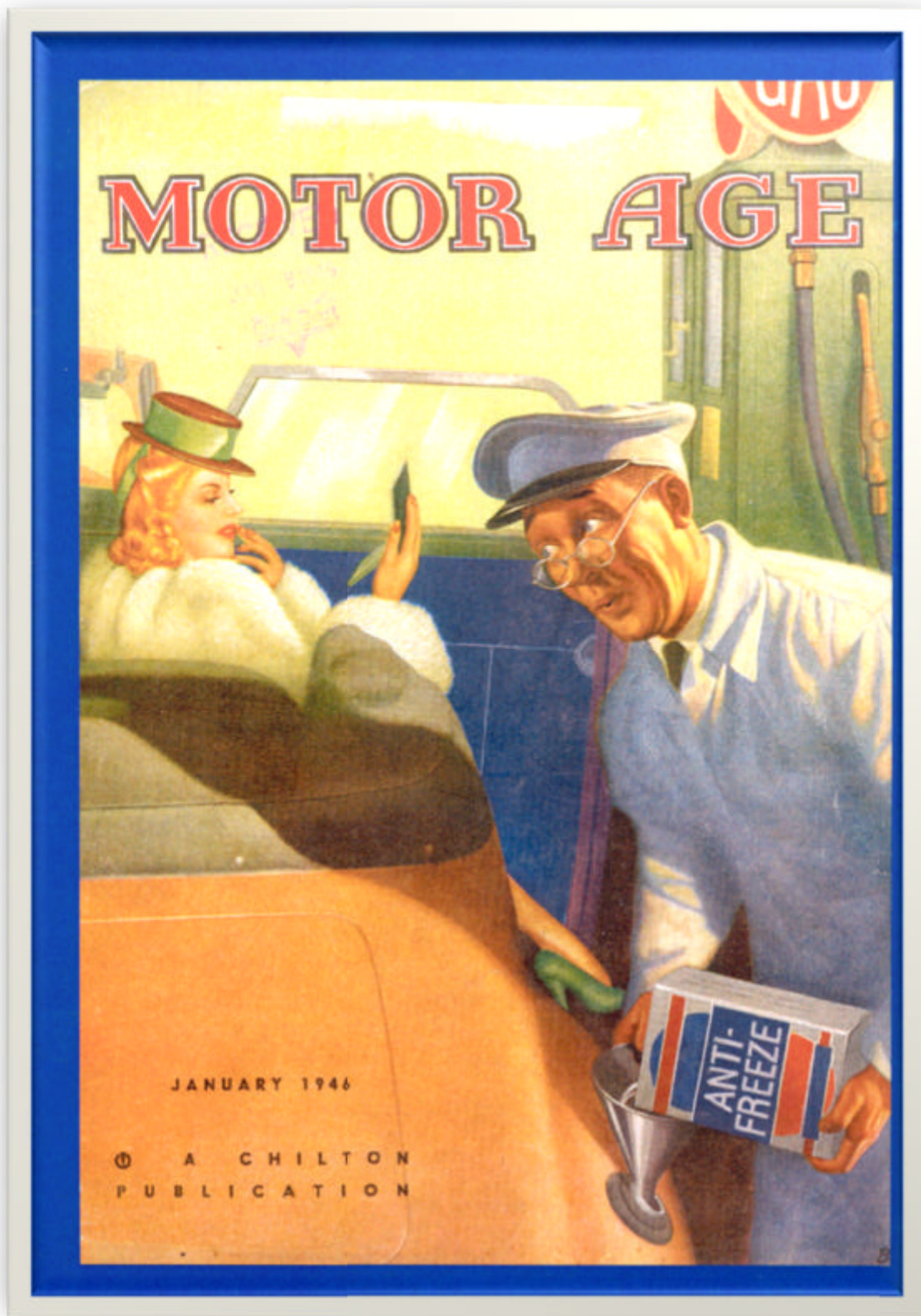


I found Bristle Disc easy to use and very forgiving. Unlike most abrasive products it doesn't erode metal or surface harden it. There's virtually no chance of overheating a panel, grinding away detail lines or creating flat spots. I think the reason for this is that the little flexible plastic fingers are softer than either steel or aluminum and wear away instead of eating away the metal.



Another great feature is that the discs never clog. The paint on the undersides of the fenders and the front inner fender panels had been protected from the elements and the paint and primer were heavy and tough with numerous runs on areas not seen from the outside. Bristle disc cut through this paint without clogging or loading up. The secret here is the flexible abrasive fingers that continuously slough off paint and filler material.

Contact me for a PDF version of the Bristle Disc product data sheet.



Courtesy of Cliff Green

*Editor's Note: Am I missing something here – why would you need anti-freeze if you're driving around with the top down? Great period magazine cover just the same and very appropriate considering our recent weather.*



# NVRG Calendar



## March

9	<b>Membership Meeting - 7:00 pm @ Clark House, 6332 Barcroft Mews Drive, Falls Church</b> ( <b>PLEASE NOTE CHANGE OF VENUE FOR THIS MEETING</b> ) – Program: <i>Petersen Automotive Museum</i> by Ken Burns – Refreshments: Leo Cummings
13	<b>Shop Tour Rescheduled</b> – Arlington Armature/Springfield Radiator – meet at Fair Oaks Mall at 8:30 or meet us at 7719 Fullerton Road, Springfield 22153 ( Tel: 703-912-7770) at 9:30 for the tour. Topics include repair of starters, generators, alternators and radiators plus shop demonstrations and testing of units. Bring your questions about repairs and impact of new solid state components. Lunch to follow at local restaurant. Contact Leo Cummings { <a href="mailto:RMPLHC@aol.com">RMPLHC@aol.com</a> or (703) 866-9707 (H) or (571) 212-7747 (C)} to let him know how many for lunch and where you'll join us or if you have questions.
23	<b>NVRG Board of Directors</b> meeting - 6:45 pm @ Oakton Library
23	<b>Valve Clatter Deadline</b> - submit items to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
26 -27	<b>AACA Sugarloaf Mountain 39<sup>th</sup> Annual Swap Meet</b> – Frederick County Fairgrounds – Frederick, MD – traditional NVRG car pool leaves Fair Oaks Mall at 7:45 on Saturday morning (the 27 <sup>th</sup> ) – returns early PM – see you there!

## April

10	<b>9<sup>th</sup> Annual NVRG Poker Run</b> – more info to come - contact Don Lombard (703-690-7971) for breaking details
13	<b>Membership Meeting - 7:00 pm @ Nottaway Park</b> - Program: <i>License Plates and Toppers</i> by Dave Gunnarson – Refreshments: Bill Simons
27	<b>NVRG Board of Directors</b> meeting - 6:45 pm @ Oakton Library
27	<b>Valve Clatter Deadline</b> - submit items to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## May

7 & 8	<b>52<sup>nd</sup> Apple Blossom Antique Car Show</b> – Jim Barnett Park, Winchester, VA – Contact Meet Chairman Duane Catlett (540-533-7376) for more info.
11	<b>Membership Meeting - 7:00 pm @ Nottaway Park</b> - Program: <i>Ford Overdrive</i> by John Girman – Refreshments: Nick Arrington
15	<b>NVRG-sponsored Fairfax City Car Show</b> – Contact Show Chairman Dave Westrate (703-620-9597) to help
25	<b>NVRG Board of Directors</b> meeting - 6:45 pm @ Oakton Library
25	<b>Valve Clatter Deadline</b> - submit items to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road



**June 5<sup>th</sup>** – 53rd Annual Antique Automobile Meet. Held in Old Towne Fredericksburg, VA. Great venue. Contact J. Gordon Brown. (540) 372-6896.

**June 23<sup>rd</sup> thru 26<sup>th</sup> - 2010 Eastern National Meet** – Concord, NC – NVRG caravan coordinated by Cliff Green and Bill Simons. Call them for details.

**Annual Family NVRG Picnic**



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



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

Vice President	<b>John Sweet</b>	703-430-5770	FFX Show	<b>Dave Westrate</b>	703-620-9597
Secretary	<b>Cliff Green</b>	703-426-2662	Property	<b>John Girman</b>	703-242-1459
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Membership	<b>Dave Gunnarson</b>	703-425-7708	Historian	<b>Don Lombard</b>	703-690-7971
Tours – Primary	<b>Leo Cummings</b>	703-866-9707	At Large	<b>Frankie Martin</b>	703-973-1376
Tours – Assist	<b>Hank Dubois</b>	703-476-6919	Web Site	<b>Rick Parker</b>	301-279-7145
Programs	<b>John Sweet</b>	703-430-5770	Newsletter	<b>Ken Burns</b>	703-978-5939

**March Program: Petersen Museum**

**PLEASE NOTE!**  
**CHANGE of LOCATION**  
 The March Meeting will be held  
 Tuesday, March 9<sup>th</sup> at 7:00 pm in  
 the historic Clark House, 6332  
 Barcroft Mews Drive, Falls Church



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

**FIRST CLASS MAIL**