



Northern
Virginia
Regional
Group



www.nvrg.org

Valve Clatter



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

Second Place Award – 2010 Newsletter Contest

Volume XXXIII, No. 4

April 2011

Ken Burns Editor

WORK PARTY



NVRG Work Day for Jane Helms

By Clem Clement; pictures by Clem Clement and Cliff Green

On March 15th nine of us gathered to perform one of the most important functions a club can do. Late NVRG Clubber Bob Helms passed away on August 10, 2010, and Jane has decided that their three early V-8s need to go live in another's care. It has been said that we don't really own these treasures, we are just shepherds or care-takers until it is time for them to move on to another's care. Bob and Jane did much to improve the vehicles whilst in their care and we all hope their new owners will enjoy them as much and continue their care and protection. Jane asked for help in prepping the V-8s for sale and Club members have responded several times, will continue our support and will not forget Jane. With all the fun parts of clubbing like touring, meetings, repair sessions, Christmas dinners and the camaraderie, also comes care for our fellow Clubbers and their families.

On Wednesday morning Ken Burns, Keith Randall, Cliff Green, Bill Selley, Art Zimmerli, Leo Cummings, Allan Edwards, Bill Tindall and I rolled into Woodstock, VA in three vehicles; arriving from different directions

Work Party continued on Page 4

Up Front with the President



April 2011

Just last weekend I got home early and decided to take a walk around the neighborhood. Coming out from those many months of winter I was glad to see the grass growing and getting greener, the trees budding and a family who decided to get fire up the charcoal grill for the season's first cookout. While the burgers and dogs had yet to make it to the grill, you could smell those Kingsford briquettes smoldering away. You could even smell the starter fluid they used – a smell of unburnt hydrocarbons hung in the air. And that, fellow V-8ers, reminded me of our old cars and how much I love the smell of those unburnt hydrocarbons and the fun driving a flathead Ford, Lincoln or Mercury down the road.



Call me weird when it comes to that, but I'm sure you understand. Starting the car for the first time since the fall; that smell of gasoline and oil, the acrid exhaust as you let your baby slip into a contented purring idle. On the inside, it's the smell of leather and wool and mothballs. If you're like me, you get behind the wheel and just soak it all in, give a blissful sigh and count your lucky stars for being an American, a lover of Fords and being a member of one of the best Regional Groups in the nation. Happy Spring V-8er's.

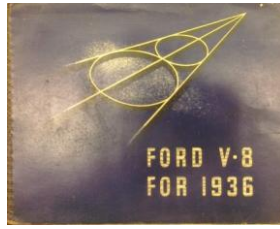
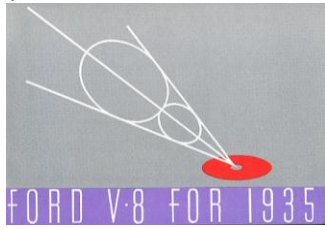
See you on the road!

John Sweet

MARCH MEETING PROGRAM

Comparing the '35 and '36 Fords

By Dave Westrate



At the March meeting, Hank Dubois presented the membership with a detailed description of the differences between the 1935 and 1936 Fords. The program began with the showing of a Lorin Sorensen film titled "The New 1935-36 Fords: The Cars and the Men Who Made Them."



The film which covered the newly designed 1935 models and then the changeover from '35 to '36 was very entertaining. Watching the film was not only fun but it got our heads ready for Hank's presentation for which he obviously did a lot of research to be prepared for us.

PRODUCTION AND SALES

The mid-thirties saw fierce competition in the auto industry. In December of 1934, Ford exhibited for the first time in 25 years at the New York Auto Show and, during 1935 and 1936, Ford exhibited in four other major expositions in cities throughout the United States. Nine Tucker/Miller cars with Ford V-8s were entered into the 1935 Indianapolis 500, four qualified but none finished. It would be years before Ford tried again at the race. The big news in Ford production and sales between 1935 and 1936 was the complete flip flop with Ford going from first to third among the "Big 3." In 1935, Ford led with over 1 million cars sold followed by Chevy and Plymouth –

the millionth car actually being a 1936 Fordor built on October 31st, 1935.



In 1936, Chevy led with 930,000 sales followed by Plymouth and Ford. In June of 1936 Consumer Reports published its first analysis of automobiles and judged that the 1936 Ford V-8 Standard and the Plymouth De Luxe to be the best buys. Some good that did Ford!!

BODY STYLES/MODELS

In 1935 10 body styles were available: 4 open, 2 coupes, and 4 sedans. The Victoria body was dropped and replaced by the Slant Back Tudor. For 1936, 2 new body styles were added: the Club Cabriolet which was the forerunner of all future Ford Convertibles, and the Trunk Back Convertible Sedan which replaced the slant back version late in the year.



1936 Trunk Back Convertible Sedan



1936 Club Cabriolet

Twelve body styles was a record. In '36, the number of Standard models increased from 3 to 5.

BODY & ENGINE CHANGES

In addition to major changes in the front clip and rear fenders, many other sheet metal parts were changed as well, though most were fairly minor. In 1936, the dealers offered a kit to turn your '35 Ford into a '36 look-alike for only \$213.28 plus \$69.00 installation fee. I wonder what DMV thought about that!

There were new paint colors to compliment three holdovers from '35 as well as new door handles, bumpers, bumper guards, and brackets. In late '36, chrome top irons were now painted. The front engine mounts and the radiator with drain cocks were new on the first '36 car and numerous other changes in the engine compartment were introduced throughout the production year. Updated design changes included the main insert

1935 - 36 continued on Page 6

Work Party continued from Front Page and ready for the day's task. In our particular ride out to the Shenandoah Valley there was a steady flow of techno-blab on the way down I-66/I-81 and into town.



The blue '53 Ford Tudor was pushed out of her trailer into the daylight after at least a 9 month's rest. Tire pressure checked, new battery affixed and she started after a sampling of fresh gas. The wonderfully sweet chortle/whisper/gurgle/cough of a flathead V-8 waking up after a long winter's nap cannot be faked or duplicated by a modern motor. We all stopped in our tracks to inhale to the Ford-orchestrated anthem of *"Pay attention: I'm a flathead and I'm awake."*



Others of us uncovered the '53 Merc Monterey hardtop and the '50 Merc Sport Sedan. Each uncovering brought a gasp of delight from the eye-candy in front of us.



Nice cars. The two Mercs were pushed out of the garage, fed new gas and fired up. Ah, the crescendo of all 48 valves back at work. Tires were checked, fluids levels adjusted and a general inspection given before the cars got to have a short tour of the neighborhood. While the vehicles were out of the garage, the floor was cleaned and drip catchers refreshed. I'm from the school that *"if it ain't drippin, you ain't got a happy Ford product."* Soon there arose such a clatter amongst the tech pros about what kind of ATF to feed the '53 Merc. After all had had their say someone finally suggested we look at the factory sticker on the fire wall... duh!



All too soon the vehicles were put into the garage, battery tenders connected and car covers put in place. As an extra pleasure before departing, Jane treated us to lunch at one of her favorite local eateries, the Woodstock Cafe and Shoppes <http://www.cafeshoppes.com>. Good chat and good feelings all around.



A Note from Jane

Dear V-8 Heroes,

I'm so grateful for all of you coming to my rescue. Ken, thank you so much getting the crew together and the great advice you have given me.

A GREAT BIG THANK YOU to Clem Clement, Leo Cummings, Allan Edwards, Cliff Green, Keith Randall, Bill Selley, Bill Tindall and Art Zimmerli : a wonderful team to watch in action. I appreciate your generosity.

Thank you
/s/ Jane Helms

**Joe Freund
Vienna, VA**

1948 Super Deluxe 6 Tudor

In October of 1999 I acquired my first antique car - the Ford from my close friend Bob Weiss who lives in Westport, CT. At one time Bob owned as many as 12 antique cars, some of which included a '36 Auburn Boat Tail and a '37 Packard. Bob occasionally visited and drove around town with actor/director Paul Newman in their antique cars and got to see Newman's antique car collection. Bob has attended every AACA National Fall Meet in Hershey since 1954.



Bob sold me his '48 Ford Super Deluxe 6 Tudor Sedan for a very low price because he was more concerned with who would own the car than with making money on it. As part of the deal, I give Bob perpetual visitation rights and free rides in the Ford whenever we are at the AACA National Fall Meet in Hershey. Our close friend, Vince O'Hanlon, who owns Royal Coach in Suffern, NY did much of the body work. Vince started in the repair industry in 1953 and opened his first shop in 1963 and later retired from the New York City Fire Department (NYFD). His exploits in the NYFD are a story for another time. He is a Master Judge as certified by the AACA.

I first met Cliff Green in July of 2004 at the 4th Annual Classic Car Show held in the City of Fairfax. Cliff saw me and my car at the show and immediately introduced himself. As I recall, Cliff's first question to me as he studied my car was, "Are you a member of a car club?" When I said, "No, I am not a member of a car club" Cliff shared that membership in the Early Ford V-8 Club of America - Northern Virginia Regional Group 96 was the only way to go. Like a bee to honey, we all know Cliff is a consummate ambassador for the club. I joined the club in July 2004 but my tenure was short due to work and other commitments. Now in 2011, I am rejoining the club,

this time for good.

I have attended every AACA National Fall Meet in Hershey since 1993 and have never seen a Ford Super Deluxe 6 or Deluxe 6 at the show. Some old timers at the show have told me that my "six banger" is quite rare. I really like the style and shape of the car particularly the sculpted doors that cover the aluminum running boards, the multi-directional rear passenger window cranks and how the spare tire fits under the rear window's rounded shelf.



My '48 Ford Super Deluxe 6 Tudor Sedan is painted Glade Green and is one of 82,161 Fords made, including Canadian production, in 1948. No production numbers are available as to how many were six-cylinder vs. V-8. However, the majority of '48's were V-8s. The '48's essentially shared the '46-'47 bodies with only slight trim modifications. The Super Deluxe series was the top trim for '48 and included chrome moldings around the windows, horn ring, two sun visors, armrests on all doors, passenger assist straps on the interior "B" pillar for easier rear seat egress, and horizontal chrome trim on the body. The six-cylinder models began with the same "87HA" designation and used the same production numbers as the Deluxe models. The Super Deluxe Six Tudor Sedan had a factory price of \$1,309 and shipping weight of 3,183 lbs.

The engine on the six-cylinder: L-head, cast iron block. Displacement: 226 cid. Bore and stroke: 3.30 x 4.40 inches. Compression ratio: 6.6:1. Brake hp: 95 at 3300 rpm. Carburetor: Holley single-barrel Model 847F. Four main bearings.

Chassis Features: Wheelbase: 114 inches. Overall length: 198.2 inches. Tires: 6.00 x 16.

Historical Footnotes: The actual production run of '48 Fords, basically re-titled '47 models, ended early, in mid-spring, so retooling could take place for the all-new '49 Fords. The '49 Fords were introduced

Freund continued on Next Page

Freund continued from Page 5

early, in June of '48. The '49 represented the first totally new automobile produced by Ford since the end of World War II.

At the 2009 AACA National Fall Meet in Hershey my car took Third Junior and in 2010 a Second Junior. At the 2010 Father's Day Sully Car Show, it took Second Place.



Incidentally, our daughter interned at the Ford Motor Company, Dearborn, MI this past summer. She had a great experience working in global procurement in the metals group. My wife and I visited her in Dearborn and toured the Rouge Plant and Ford Museum. She graduates from Penn State in May and has accepted a position with ExxonMobil in Houston, TX.

THANK YOU

A special thanks and much appreciation for commissioning a memorial brick inscribed with Tom's name, in his honor, to be placed at the Early Ford V8 Foundation. Tom would be extremely honored, as is his family. Tom treasured the time he spent with the Northern Virginia Regional Group. He felt the members were the greatest group of men with whom he had ever been associated.

Our most sincere thanks,
/s/ Beverly Lumpkin and family

FREDERICK SWAP MEET

By Clem Clement

I visited the Frederick meet on Friday, the 25th. Chilly Willy at 6:15 am I'll tell ya...

In the hall with the chow...Good chow... in the opposite corner from the chow (Where Archie used to set up) was a guy with a '40 Ford hot air heater setup – lots of parts including the oven. He wanted \$200 for the pile. A steering box outside might have been 39ish. '41-48 gear box in the open area. Two guys had 1230129742375 parts on several tables – \$1 each. Some parts were even clean!!!

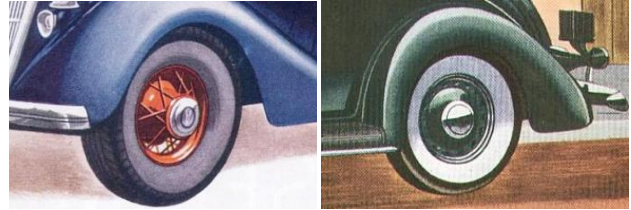
Frederick continued on Next Page

1935 -36 continued from Page 3

bearing (or LB) engine, oil pan, 97 Stromberg carburetor, water pumps, cylinder heads, fuel pump, cut out, and the flat top distributor were added.

CHASSIS CHANGES

The Sorensen film highlighted the major 1936 chassis changes which included solid wheels in place of wire wheels to reduce unsprung weight, an



1935 Wire Wheel

1936 Solid Wheel

improved steering box with needle bearings for the sector shaft and a 17:1 ratio instead of 15:1, bevel cut gears for first and reverse, an improved transmission main shaft, and a redesigned upright shifter tower to shorten shift throws. Hank went over other chassis modifications beginning with the frame which had new holes for the radiator mounts, and at mid-year, a new lighter "X" member. Spindles, drag link, and front shocks were changed starting with Job 1, and later, rear shocks were changed to compliment the frame with the lighter "X" member. In May of 1936, the 3.78 rear axle became available as limited production of the 1937 style rear axle assembly was started. The mechanical brakes were slightly redesigned for smoother adjustment and lubrication grooves were added to the springs in April. The '36 gas tank was also changed.

Who knew what Henry Ford was doing in 1936 until Hank Dubois laid it out for us. So is it any wonder that judging at a National Early Ford meet is such a challenge!! Thanks to Hank for educating all of us on the differences between the 1935 and 1936 Fords.



Hank with a 1935 newspaper ad for the 1935 Ford

Frederick continued from Page 6

Craig Mathews was there from Philly. Last building first booth on the left. I got my NOS shackle pins from him about 3 years ago. He has plenty more and lots of eV-8 smalls. He did have a '35-36 Convert Sedan or phaeton door.

One guy had a large rusty hubcap with a huge V on it and no 8. I'm guessing after market Pep Boys. Never seen such. Building 8 had a glut of modern clips/clamps/ fasteners.

Don't be lookin' for the windup Penguin, 'cause I scarfed it up!!!

Too much fun – Play on – Clem



Only Early V-8 in the Car Corral

Frederick Fleas

By Eric Sumner

Half a dozen of the faithful, Ken Burns, Hank Du-bois, Cliff Green, Bill Selley, Keith Randall, and I met at Fair Oaks Mall to celebrate the kick off of the spring car season. We hit the road and made it to the Frederick fair grounds by 9 AM. As always the weather for this swap meet can be friend or foe. This year the chill was strong but manageable with an egg sandwich and a hot cup of coffee served by the folks in one of the two heated buildings. Most of the good stuff, the used, rusty and greasy stuff, was outside the buildings which we didn't mind as we found ourselves going outside to warm up. There were some interesting finds to be had, a complete hot air heater system for a 1940 ford for \$200, a complete cable brake system from a 1938 Ford, taken off in favor of hydraulics for \$200, a top loader transmission with later gears and syncros in good working order along with a complete rear end with hydraulic brakes. But I had the most fun at the dollar table. All kinds of deals could be had, a 1934 crankshaft pulley, high beam headlight switch, pick up tailgate chain covers, condensers, V8 distributor rotors, and all manner of specialty tools that are for who knows what. At one point it simply became a game of "what is it?" All in all it was a good trip and as always I came home with a few treasures and they only cost a dollar.

TRAIN DAY 2011

Photos by Clem Clement and Leo Cummings



"Real cars" lined the driveway

Sandy and I were very pleased to be able again to host "Train and Old Car Day" at our home. Thanks so much for all the goodies you brought and the cheeriness that came with it. Last year, the snow and me being in the hospital caused us to cancel. This year my hospital stay was 3 hours in January getting my gall bladder removed and we are able the again do the gathering. We certainly thank the Good Lord for the break in the weather between the windy day Saturday and the rain and snow Monday.



Clem, Leo & Kathryn Cummings, Al & Barbara Mason

We guess about 175 folk and 12 real cars. Several brought trains to run or for repair as well (only one train wreck that I know of). Golly, I looked in the garage at one point and the entire carpeted floor was covered with happy little people playin' trains!!! Did I mention the wonderful selection of food brought by all and the chocolate fondue?

Thanks all & Stay warm,
Sandy and Clem



The next generation train buff hard at work

NORTHERN VIRGINIA REGIONAL GROUP AUTOMART



Did you ever wonder about the dealership in the center picture above? See the end of Automart for more info

For Sale – 1950 Mercury 4 Door Sport Sedan – beautiful, correct restoration, Maywood Green Poly over Trojan Gray, EFV-8 Dearborn and AACA Senior awards, radio, spot light, duals, and much more, \$25,000.



thing works except the radio and an electric fuel pump and replacement O/D switch have been installed. The top and windows are slow in the cold but work. The car won AACA Preservation Awards and top honors with the LOC. It carried the Grand Marshall in the Alexandria St Patty's Day Parade for the last 14 years. Drives well and shows great. There will be more cars and parts in the future.

For Sale – 1953 Mercury Monterey Hardtop - Yosemite Yellow, correct black & yellow vinyl interior, ps & pb, Merc-o-matic, total rebuild and restoration: motor, trans, wiring and power components, EFV-8 Dearborn and AACA Senior awards \$28,500.



The car is located in Piney Point, Md. \$67,000. Call me with any questions. – **Steve Ross – 301-994-9707** 03/11

For Sale – 1953 Ford Customline 2 Door Sedan – new interior & trunk floor mats, new headliner, new wheel cylinders & brakes, new shocks, new chrome grill, Sheridan Blue, 63,000 mi, quality driver, \$7,800.



For Sale – Restoration Tools – Henrob welding gun, \$300 – 122 cubic foot oxygen and 75 cubic foot acetylene tanks w/ original bill of sale plus wheeled cart, \$300 – Victor gauges, lines, torch, tips, \$150 – engine storage cart on casters, \$60 – 3 ton hydraulic engine crane w/leveler, \$150 – automatic transmission adapter for floor jack, \$50. – **Jane Helms – Woodstock, VA – 540-459-5890** 03/11



For Sale – 1973 Mustang convertible – 351 Cleveland V-8 – four barrel – Hurst four speed transmission – excellent condition – garage kept its entire life – repainted in the original British green – new top was put on it about eight years ago. The engine was rebuilt at 84,000 miles it now has 98,700 on the car. New Goodyear radial tires were put on the car in 2004 along with many other parts. Asking \$16,500.

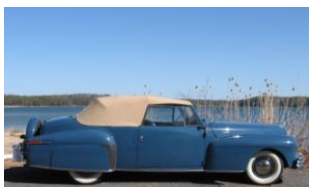
Free if You Can Use Them – two 1946 doors and two front fenders for a Deluxe Coupe. Very little surface rust on the doors and some rust out on the fenders. **Tom Shaw – Leesburg, VA – 703-771-9374** 04/11



For Sale – '46-'48 bug screen for grill, NOS; '46-'48 grill bars, used, VG. '48 trk radio adapter kit in box; '40-'48 oil pan, intake manifold; '48-'52 trk brake cables, new. '36 orig. stainless horn grills. For '40 - V-8 hood emblems (STD) new in box; hood latch – new; horn contact wire – new; 38-40 (conv.) Trico wiper tower & linkage For '56 p/u windshield, used, good shape; seat track, VG. '337 c.i. V-8 truck motor and trans. for parts. **Jason Javaras – Fredericksburg, VA – 540-786-5819** 04/11



For Sale – 1948 Lincoln Continental Convertible – one of SL Ross's restorations. It is a very original car and every-



Automart continued on Next Page

For Sale – The Estate of Tom Lumpkin will offer for sale Tom’s 1936 Ford Roadster. This is a unique opportunity to own the car that won “Best-of-Show” at the First Grand National V-8 Meet in Dearborn in 1973.



Tom and his '36 Roadster as they appeared on the cover of Sept/Oct 1973 V-8 TIMES

An older, but perfect restoration; 1st Grand National “Best-of-Show” pretty much says it all. Since there is no longer a National Best-of-Show category, it makes this Roadster all the more special. Those who knew Tom and this car know how finely he restored it.

A frame-off restoration with meticulous attention to every minor detail. Always garage kept of course, the “Late” ’36 Roadster is Light Fast Maroon with Tan leather interior, and a Tan top. It features Spyderys, Radio, Wind Wings, perfect matching gauges, all correct late ’36 items including LB engine, etc. The car was also featured on the cover of the V-8 Times and National V-8 Club Roster. Responsible offers please. **Mike Mantua – or 443-562-2248 (C) or 410-531-3068 (H) or mjmantua@yahoo.com** 04/11



For Sale – 1951 Ford F1 Panel Truck – If you're interested or know of someone who might be, please get back to me. Thanks. **Allan Edwards, P.O. Box 2215, Front Royal, VA 22630, Phone: 540-635-6865, Cell: 703-408-8372** 11/10

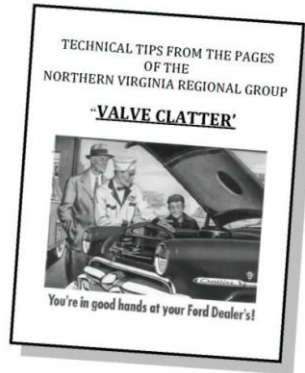


For Sale – 1952 Ford Pickup – restored, red with white grille, new engine rebuild, new bed with oak strips, fiberglass fenders and running boards, new interior, 6 volt. Contact Melvin Carroll, 703-575-0896, Great Falls, VA, 03/11



Wanted – Looking for flathead Ford and Mercury stock camshafts for performance analysis experiment. Contact Lloyd Emery: email lloydemery@cox.net or cell 703-946 -9303 10/10

TECH TIPS



Some 62 TECHNICAL TIPS are contained in this 36-page, 8 ½ x 11-inch, glossy page

booklet taken from the pages of the NVRG award-winning VALVE CLATTER. Some written by engineers, chemists and mechanical members with years of V-8 experience. Some by trial and error, some by research. You don't want to reinvent the wheel – send for a copy of these informative tips.

Only \$14* ppd

**\$2 from every sale goes to the Early Ford V-8 Foundation*

Send Check/Money Order to:

**NVRG • % Cliff Green
6214 Militia Ct.
Fairfax Station, VA 22039**

NOTE: MAKE CHECK PAYABLE TO “NVRG”



Wanted – Does anyone have a spare 40-48 Transmission available for sale? If so, please contact me.

Bill Simons - bsimons@rustinsurance.com or 202-776-5030 02/11



Wanted – '51-'53 cooling fan, narrow-belt pulley and bracket assembly. Also, used narrow-belt water pumps for cores. Ford or Mercury. None of this has to be in great shape. **John Ryan, 301-469-7328 or 703-281-9686 or john@ryanweb.com**. 04/11



Wanted – a nice set of 21 stud heads – **Nick Arrington - nta1153@verizon.net** 04/11

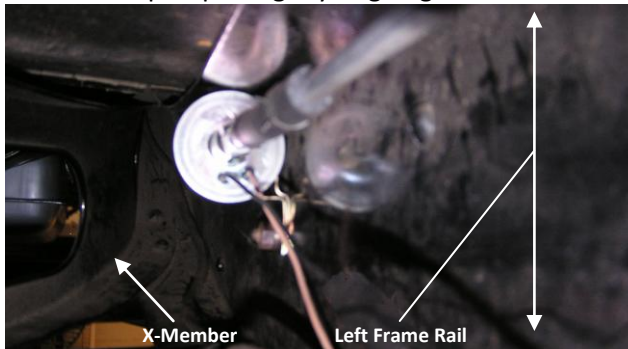


Automart Picture

It's a picture taken in 1934 of Gross Ford, located at 102 N Main Street, Spring Grove, PA, a small town just southwest of York. They were bought out when Ford downsized their dealership network several years ago. Take a virtual look on [Google Maps](https://www.google.com/maps). Zoom in all the way and go to the street level view and look in the window of the Ford dealer.

News from the Judging Standards Committee*By Cliff Green*

Back in the August issue of the *Valve Clatter* I reported that I had submitted a change to the Judging Manual, through the Judging Standards Committee, that would allow electric fuel pumps on judged cars without a deduction of points for reasons of safety. This request for a change was based on my experience in Charlotte while attending the 2010 Eastern National Meet. I believe that being stuck on the side of a highway or in traffic because of vapor lock is not a good position to be in when an electric fuel pump can get you going.



Airtex in-line pump installed on left frame rail in front of X member

I recently learned the committee did not approve the change because most cars can withstand the five point deduction and the National does not get involved in safety issues because of potential litigation. However, they do allow both seat belts and a second tail light on Standard cars and wagons without point deduction. Thus we have an “operational check” instead of a “safety inspection.”

By Cliff Green

The salesman is pointing out the features of this very rare 1946 Mercury Sportsman, one of only 205 produced! The identifying features are the dual stainless strips on the fenders and you can also make out the Mercury logo on the hub caps. Her husband is all smiles and the lady in her stylish two piece suit and new hairdo, looks like an easy sell. She is sitting on plush leather seats and taking in the beautiful dashboard after the window has been lowered by a button!

We are at Park Motors Lincoln dealership. Note the plaque on the wall for Precision and Quality. Behind the Sportsman is a new Lincoln Continental Cabriolet with the hood open revealing the V12 engine. Outside note the street car probably on Park Avenue?

This top of the line convertible came from the factory without white walls or a radio. These high profit accessories would be dealer installed. We wonder if they drove this beauty home?

Dig 'em out, Dust 'em off, Blow 'em out, Shake 'em down!

If none of these work; drive mama's car, the ol' commuto-wagon, even a Brand X Bow Tie or anything else that will move under its own power!

10th Annual NVRG Spring Poker Run & Scavenger Hunt

Saturday, April 23, 2011

9:30 a.m. – First V-8 departs from the [Springfield Mall Silver Diner](#)
Franconia Road, Springfield

- ✚ Join us early for breakfast if you're an early riser
- ✚ Travel some of the area's beautiful scenic roads to view the spring blossoms!
- ✚ Lunch at a great local restaurant!
- ✚ Great prizes - \$\$\$ gift cards for both scavenger hunt and best poker hands!
- ✚ See you on the road!

Contact Don Lombard – (703) 690-7971 or don.lombard@verizon.net

In the March Valve Clatter we showed how Henry marketed the new 1936 Ford. This great article from Ken Bounds and the Northern Illinois Regional Group's First Place award-winning **Road Chatter** newsletter talks about installing the accessory radio in both closed and open cars. Ed.

TECH CORNER

In last month's Tech Corner we saluted the 75th Anniversary of the '36 Ford. One of the illustrations shown was of a radio from the Accessories Brochure. This month we are going to talk about how different radios were in those early days.

Throughout most of automotive history, the radio has been a one-piece unit that is bolted into the dash. Not so in 1936. 75 years ago the Ford radio was a two-piece unit manufactured by Philco; the radio dial and controls fit neatly into the dash in place of the ashtray with cables connected to the massive radio chassis bolted to the firewall under the dash. There were even two distinct units. An external speaker in closed cars was hidden in the headliner above the rearview mirror, while in open cars (Phaeton, Roadster, Cabriolet, and Convertible Sedan) the speaker was built into the chassis. Leftover 1935 radios were used well into the 1936 model year when a smaller chassis was introduced.

The antenna had an interesting story of its own. For one thing, there was no telltale sign on the exterior of a '36 Ford to reveal it was equipped with a radio. The antenna was hidden from view. On closed cars, the antenna was actually the mesh "chicken wire" support system for the fabric top insert. A cable connected to the mesh ran down the left "A post" to connect to the radio chassis. Open cars, having no roof, were a completely different story. Two antenna options were offered, at extra cost! Initially, the antenna was mounted behind the spare tire. When the spare tire was moved into the trunk with the introduction of the trunk-back convertible sedan, a new under running board antenna was introduced.

The final piece of the puzzle is noise suppression. These radios did a much better job of picking up electrical interference than the AM band radio stations of the day – FM broadcasts didn't exist until 1937. So the

Ford dealer had to install a variety of noise suppression components along with each radio installation: resistors on each spark plug and condensers on the gas tank sending unit, dome light, ignition coil, generator, oil gauge, and ignition resistor. On some cars a special oval cutout was also installed on the generator.

But when all this was done at a cost of \$44.50 installed, the Ford owner could boast "Clear unmuffled reception is provided throughout the car. Bass notes or high notes, every broadcast sound is faithfully reproduced. Amazing selectivity, variable tone control, compact and simplified construction, and new speaker construction are added features which make possible new quality in car radio performance."



Chassis is housed in compact case, fitting beneath instrument panel. Simplified 6-tube circuit. Increased selectivity. Reduced interference.



The beautiful, indirectly lighted radio dial fits into the instrument panel, in the opening ordinarily occupied by the ash tray. Matches other instruments in appearance.

\$44.50 INSTALLED
Convenient Universal Credit Company Time Payments
 Open Cars—Antenna Extra





Saturday May 21, 2011

10:00AM - 3:00PM

LOCATION: CITY HALL

*(Between Rt. 123
& University Dr.)*

10455 Armstrong St. • Fairfax, Virginia
Historic Old Town Fairfax—A Sense of Place

Live Bluegrass Music & Food!



Presented by:
Northern Virginia Regional Group
of the Early Ford V-8 Club
City of Fairfax
Downtown Fairfax Coalition
Valvoline

A portion of the
proceeds are donated
to the Armed Forces
Retirement Home
in Washington, DC

Come See the Model-T Ford Reassembled in 15 Minutes!



Disassembled 1926 Model-T Ford...



Getting it together...



SHE RUNS!

Saturday May 21st, at 1:00 PM

Don't Miss this Extraordinary Demonstration!

For more information go to: www.visitfairfax.com or www.nvrg.org • email: info@nvrg.org

SUNDAY MORNING DRIVING DESTINATION

If you are looking for a place to go with your V8 on a Sunday morning, you might want to drive over to the Starbucks Coffee Shop located in East Market at 12599 Fair Lakes Circle which is very close to the Hyatt Hotel where the 2007 Eastern National Meet was held. Between 8:30 am and 10:30 am, weather permitting, local enthusiasts with cars ranging from hot rods to exotics gather here for coffee and/or breakfast and to look at and talk cars. NVRG has been invited to join in the fun and I'm planning to check it out. Maybe I'll see you there some time! Hank Dubois



NVRG Calendar



April

12	Membership Meeting – 7:00 pm – Nottaway Park – Program: Flathead Ford Distributors – Cliff Green and a cast of thousands. Refreshments: Jim McDaniel
23	10th Annual NVRG Poker Run – NOTE CHANGE OF MEETING PLACE! See page 10 for complete details for the event that traditionally kicks off the NVRG touring season.
26	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
26	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

May

7	53rd Annual AACA Shenandoah Region Apple Blossom Show – Jim Barnett Park – Winchester, VA – for more info contact Meet Chairman Duane Catlett, 540-869-6668 or 540-533-7376 (C)
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: 75 th Anniversary of the introduction of the Lincoln Zephyr – John Sweet – Refreshments: Bill Simons
14	Northern Virginia Rods & Classics Car Show – to benefit George Mason University athletic programs – George Mason University – 9am to 1 pm – registration begins at 8:30am – rain date May 15 th
21	NVRG/City of Fairfax Car Show – Armstrong Street in front of City Hall – see page 12 for more info – contact Dave Westrate (dlwbaw@aol.com or 703- 620-9597) to volunteer
22-26	You are cordially invited to attend the Lincoln-Zephyr Owners Club Gathering of the Faithful 43 in Cumberland, Maryland from Sunday, May 22 nd through Wednesday, May 25 th 2011. For more information about the meet, meet schedule and registration information, please contact John Sweet on 703-554-5345 or via email at jsweet20@cox.net .
31	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
31	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

June

14	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ice Cream Social and Art Show – Refreshments: Dave Gunnarson
19	Sully Plantation Father's Day Car Show – this is a 3 or 4 generation event – bring the whole family and join us for a picnic in the shade by the Woodie Club display
28	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
28	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road

	<p>July –Summer Picnic – Art Zimmerli's Amissville Farm July 11-14 – Eastern National Meet – Saratoga, NY August – Drive-In movie night in Stephens City August 24-26 – Central National Meet – Auburn, IN</p>	
--	---	--



Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



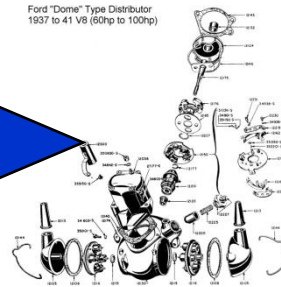
President: **JOHN SWEET** 703-430-5770

Vice President	Jim McDaniel	703- 569-6699	FFX Show	Dave Westrate	703-620-9597
Secretary	Cliff Green	703-426-2662	Property	Mark Luposello	703-356-3764
Treasury	John Ryan	703-281-9686	Refreshments	Mark Luposello	703-356-3764
Membership	Dave Gunnarson	703-425-7708	Historian	Don Lombard	703-690-7971
Tours – Primary	Leo Cummings	703-866-9707	Web Site	Rick Parker	301-279-7145
Tours – Assist	Hank Dubois	703-476-6919	Newsletter	Ken Burns	703-978-5939
Programs	Eric Sumner	703-860-1916	Past President	Eric Sumner	703-860-1916

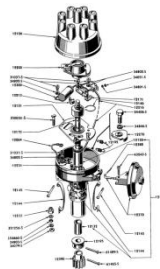
April Program: Flathead Distributors

Mark your calendar! The April Meeting is on Tuesday, April 12 at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA

Ford "Dome" Type Distributor
1937 to 41 V8 (60hp to 100hp)



Ford V8 Distributor for Early 1935 to 1935
(Typical for 65A-12127 and 65A-12127)



FIRST CLASS MAIL

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