

Northern
Virginia
Regional
Group



www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

Volume XXXVIII, No. 3

March 2015

Ken Burns - Editor

Vacuum Wipers and More

"I've Always Wanted to Say This"

By Editor – images by John Sweet and Editor



John Sweet begins his presentation with an array of wiper motors displayed in front of him.

"I've always wanted to say this: 'This presentation sucks.'" Thus spoke John Sweet as he started his informative presentation on the TRICO wiper motors which are in our Fords, Mercurys and Lincolns. He was, of course, referring to the fact the our beloved Ford Motor Company products had TRICO vacuum wiper motors, arms and blades exclusively when they rolled off the assembly line. This practice continued until 1953 when Ford introduced electric wipers in its newly designed pickup truck. In 1958 the first passenger car electric wiper motors showed up in the new Edsel and the following year electric wipers began appearing in Ford passenger cars. However, both vacuum and electric wipers were offered for several more years until the transition to electric wipers was finally completed in the early 1960s.

Wipers continued on page 3

Up Front with the President



March 2015

I'd like to start out by sending our get-well wishes to **Jim Cross** following his open-heart surgery last month. In talking with Jim following his surgery, I'm delighted to report that all went well and he is home recuperating now. Our thoughts and prayers are with you for a quick recovery, Jim.

I now feel obligated to say a few words about this crazy weather we've been having, as it's a bit of a sore subject that could actually consume this entire page. Lots of REALLY COLD temperatures, and we've had snow covering the ground for over a month now. We had a wind chill temperature of 20 below zero one morning - most unusual and a record-setter for Northern Virginia. It's only peeked above freezing a day or two in the last several weeks. But, considered within the cosmic scheme of things, I guess we really shouldn't complain too much, as the entire country has been hammered this winter. I don't even want to think about what Minnesota, Michigan, and the New England states have been going through this February. I am hereby submitting my requisition for a milder than normal March for all of Northern Virginia. That's OK. You can thank me later.

Gay Harrington has officially taken her place on the Board of Directors as the Membership Chair, under the expert tutelage of **Dave Gunnarson**, and we welcome Gay to the Board. As I've said before, joining the Board is a great way to contribute and to get to know the workings of your Club, and we look forward to Gay's contributions. I thank Dave for all he's done in organizing and automating our membership records, and for his persistence in "reminding" members to renew each year. You'd be surprised at the year-end efforts needed to keep those renewals coming in. We all intend to renew, but it's one of those niggly little things that is so easy to put off and forget. For those few of you who may have overlooked renewing, please do so. I am updating the Listserv address list this weekend, and any who have not renewed will be dropped from the Listserv.

Back to speaking of cold weather, our membership meeting this month is right on the mark and we'll have a program on "Tuning-up After Winter Storage," so come to our meeting at Nottoway Park on March 10th. It starts at 7:00. There will certainly be some useful tips to learn... or to have our memories refreshed. When the milder weather comes through that I've requisitioned (again, thank me later), we'll be ready to hit the streets. April's meeting will find us focusing on the 1940 Ford products, our 75th anniversary cars this year, and be sure and mark your calendar for our annual Poker Run on April 25th. A March garage tour is still being coordinated and will be announced at our March meeting and on our NVRG Listserv.

In last month's message, I mentioned the antique car reference material we received from **Dick and Myrtie Lebkicker's** son, **Jim**. I briefly went through the material, and there is indeed a lot of it. In an effort to properly evaluate its worth, and to show proper respect for Dick's collection, **Dave Gunnarson**, **Keith Randall**, and **Gay Harrington** have volunteered to go through the collection in detail and catalog and organize it all. I have asked them to make a recommendation to the Board on how best to distribute the material so it will have the highest value to our members. I expect we will donate much of the "other than Early Ford V-8" material to other area car clubs that can use it. Thanks to Dave, Keith, and Gay for taking the time to do this.

And lastly, thanks to **John Sweet** for pulling together our February membership program on TRICO wiper motors and other wet-weather issues for our Fords, and thanks to all the other members who brought in examples. Even impromptu show-and-tells are fun. I just love this Club!

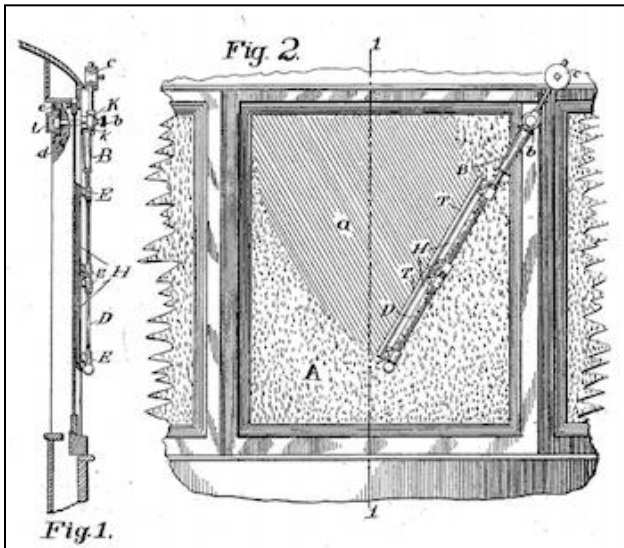
Jim

Jim "High Sheriff" McDaniel

Columbia continued from front page

John's presentation began in 1903 with information about the earliest patents awarded for windshield wipers, followed by the founding of TRICO, and the components of a wiper system. John then walked us through how a vacuum motor works, how to repair one or send it out for repair and finished up by telling us about vacuum accessories offered post-WWII by Ford.

1903 was truly the "year of the wiper." While nearly all motor cars were still open (and many lacked even a windshield) other forms of vehicle transport were enclosed and could benefit from a device that provided the operator with clear vision and protected occupants. In June of that year Mary Anderson (a women of many and varied talents) applied for and was granted the first patent for a "windshield cleaning device." Earlier, she had been riding a trolley on a cold and sleety day in New York City. The sleet was freezing on the trolley windshield and the only way for the motorman to see was to open the windshield allowing the climate in the trolley to be as horrid as the weather outside.



The diagram from Mary Anderson's patent.

Besides Mary, Robert A. Douglass was awarded a patent for "Locomotive Cab Window Cleaner" and James H. Apjohn was awarded one for an "Apparatus for Cleaning Carriage, Motor Car and other windows." Of the three patents, Mary's was the most effective and the basic design of a motor, pivot arm and blade is still used today.

As motor cars moved from being a novelty to an accepted means of transportation, windshields became common and people began driving in the rain more often. An accident between a National Roadster and a bicyclist during a downpour in 1916

set the stage for the next advancement in all weather driving. John R. Oishei (pronounced "O'Shea") was the unfortunate motorist. Oishei started the Tri-Continental Corporation (TRICO) and teaming with engineer John Jepson, they designed two systems to clear car windshields. The center piece of each system was a wiper blade constructed of flexible natural rubber affixed to a supporting backbone. One system was called the TRICO "Rain Rubber" and was designed to be moved back and forth along the slit between the upper and lower halves of a folding windshield. The other systems was named the TRICO Crescent Cleaner and was based on Mary Anderson's design.



A mid-20s TRICO ad depicts both types of wipers.

TRICO dominated the automotive market for years partly through product development and partly by taking competitors to court. TRICO firsts include: the Rain Rubber in 1917; the automatic vacuum wiper motor in 1921; the Crescent Cleaner in 1923; the Vision-All Wiper System in 1923; the Sleet Wand and 5 ply blades in 1928; Dual Wipers in 1929 and the "Two Squirts" vacuum windshield washer system in 1936.

As the name implies, a vacuum wiper motor operates on vacuum or suction and a running engine produces a vacuum as air is drawn into the engine.

Wipers continued on next page

Wipers continued from previous page

Vacuum was a much more reliable source of power than an electric motor back when cars were first equipped with wipers. Electric motors were generally quite large (although electric trains of the era had reasonably small motors, they ran on 110 current), and batteries and generators were barely sufficient to reliably start the car and power automobile lights much less something operate something like an electric wiper motor.

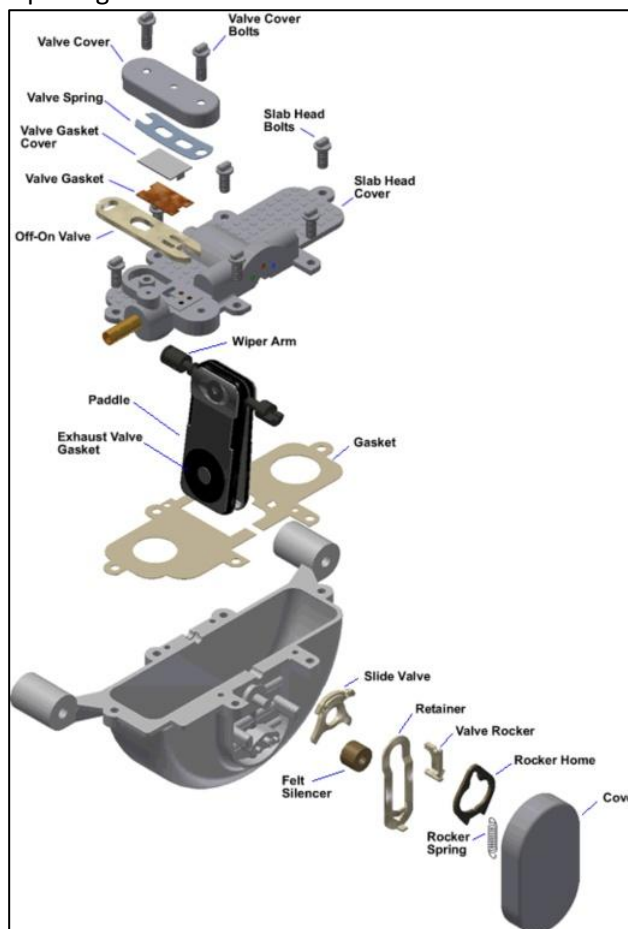
The vacuum on our Ford products is tapped into somewhere on the intake manifold – earlier cars had two vacuum ports, each drawing vacuum from a single cylinder – one for the wipers and another for the distributor. 1941 and later Fords had a single vacuum port just below the carburetor drawing vacuum from all eight cylinders. Even this arrangement failed to provide adequate vacuum, and therefore satisfactory wiper performance, when accelerating or climbing hills. In an attempt to alleviate this problem, after WWII Ford began offering an accessory vacuum tank that Ford said would keep your windshield wipers operating at any speed you desired regardless of engine speed or load.



Another method used to solve the inherent issue of slowing wipers when the engine is under load was to augment engine vacuum by using a dual action fuel pump. The movement of the diaphragm in a fuel pump creates a vacuum that draws fuel up into a bowl and then expels the fuel on the next fuel pump stroke. A dual action fuel pump uses two diaphragms to create vacuum – one diaphragm for fuel and the other for the wipers or other accessories. Dual

action fuel pumps were used on cars up until the early 60s before electric wipers became the industry standard.

John provided a through explanation of the workings of vacuum wiper motors, the things that can cause faulty motor operation and options for repairing our motors.

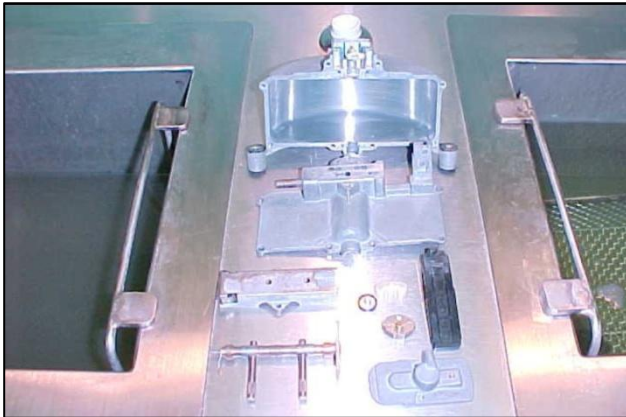


The biggest impediments to satisfactory operation are a bad paddle seal, congealed 50+ year old lubricate, a vacuum leak caused by a faulty gasket or a pitted motor housing. John encouraged us to try our hand at overhauling our motors before sending them out for professional servicing. The simplest step is to squirt a lubricant (vacuum pump oil, automatic transmission fluid, 3 in 1 or sewing machine oil – but **never** WD-40) into the motor and manually work the output shaft back and forth. The injected oil will help swell the leather paddle seal and free up the motor. A more invasive procedure is to disassemble the motor, thoroughly clean and inspect all parts for wear/damage/pitting, lubricate everything and then reassemble the motor. Extra care must be taken not to damage or tear the gasket as these are virtually impossible to find.

Wipers continued on next page

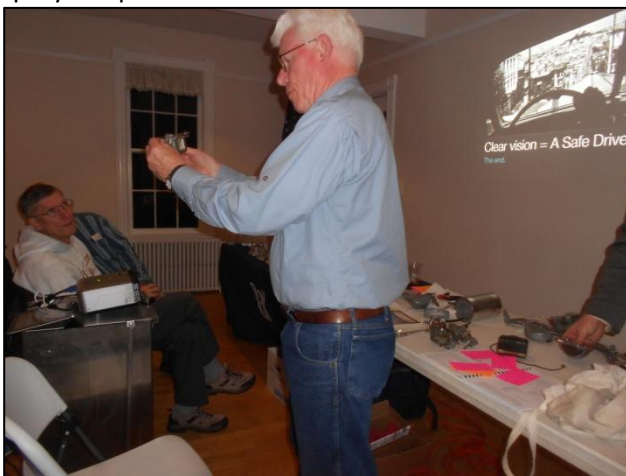
Wipers continued from previous page

The other option is to have your motor professional overhauled. [Ficken Wiper Service](#) is probably the most well known. They are located in West Babylon, NY, and vend at Hershey. They'll overhaul your motor but very rarely will sell you any service parts from their dwindling cache of genuine TRICO service parts.



A picture from the Ficken website shows wiper motor parts that have been ultrasonically cleaned. Note how shiny and smooth the housing is.

Numerous members brought in motors and wiper system parts from various years and talked about them. Hank Dubois displayed a wiper for a 1932 Ford open car and Andy Koerner showed us the rarest item of the evening – an electrically heated Hoover accessory wiper blade, circa mid-1930s. It turns out that idea isn't as far-fetched as it seems; Mercedes now has a windshield wiper/washer system that uses a heated blade that has numerous holes all along the backbone through which heated washer fluid can be sprayed across the windshield during the operation of the wipers rather than just being sprayed up on the windshield.



Hank Dubois shows off his rare '32 Ford wiper motor.

Another interesting accessory wiper system was presented by Bill Simons. Several years ago Bill acquired a vintage Bosch aftermarket electric wiper

system for his '49 Woodie while on the V-8 Tour Across America to the Grand National Meet at Lake Tahoe.

Jim Gray showed us a copy of a 1936 TRICO products catalog and Ken Burns passed around copies of articles that appeared in the Jan/Feb and Mar/Apr issues of *V-8 Times*. The two articles contain a myriad of photographs covering all wiper motors for flathead era Ford passenger cars and commercial vehicles; and Mercurys. It also has a complete list of the TRICO part number that was originally stamped on the motor. It's amazing to see just how many different motors were used – 1932 alone used six different wiper motors.

Other *V-8 Times* issues containing wiper motor information include Jan/Feb 1984, page 60, *Windshield Wiper Vacuum Line*; Sep/Oct 1992, page 60, *Slow Windshield Wipers on a '53 Mercury*; Sep/Oct 2005, page 60, *TRICO Windshield Vacuum Motors*.

Once again we were reminded of just how much talent and information resides within the membership of our club.

RESTORATION ROUNDUP

'39 Deluxe Woodie Update

By Dave Westrate

Well, I have started the assembly of the wood body now that the frame and floor pan are completed. First, I had to shape the main roof beams which only have a 2 inch flat strip in the inside that can be used as a reference. The top and outside of the beams taper from front to back and at different rates in all dimensions. To duplicate the correct profile, I used an original beam and made a template every 12 inches which I then transferred to the new beam. Once I shaped the beam to fit each template I then blended the profile between each of the seven templates.



New top side beam takes shape in the background.

Roundup continued on next page

Roundup continued from previous page



The taper on top side beam is clear on the new beam in the foreground and original in the background. Now you can see the narrow 2" reference strip on the inside of the beam.



Templates in place on the new beam show just how precise Dave's work is.

With the help of my grandsons, we built a support structure and assembled the roof on it.



Temporary roof support structure holding the roof side beams.

Next, we turned to the rear wheel surrounds. Each side has five pieces (three in the quarter panel and two for the rear door dog leg) joined by three finger joints and one tongue and groove joint where the "C" pillar meets it. We glued and screwed clamping blocks on the top and bottom of each finger joint. We started with stock that was wide enough so that the screw holes from the clamping blocks would later be cut away in the waste with the band saw. After it dried we took out the screws and cut off the clamping blocks.



Glued up and clamped wheel surround assemblies.



Close-up of glued-up finger joint.



Roundup continued on next page

Quarter panel and rear dog legs after clamping block were removed.

Roundup continued from previous page

Now, we had to figure out how to cut the smaller or bottom radius to fit the radius of the inner fender well. A new metal strip had to be welded on each side to repair the rust in the fender well where the rear fenders are bolted up to the inner fender well. The wood has to fit snugly to this new strip because it is a very visible feature of the car and gaps or inconsistencies would be ugly.

When new, the inner fender wells were stamped so they were always consistent with each other, but in this case we had to hand fit the wood to keep the edge tight to the inconsistencies in the repair and the differences one side to the other. Remember, this curve is five feet long.

To solve this problem, I got a sheet of 1/8th inch Masonite which I cut and tweaked until I got it to fit snugly all around the curve. Each side was different.



Masonite templates for the wheel surrounds.

Then we transferred that line to the blank and cut out the line on the band saw. Next, we had to rout out a groove in the middle of the underside of the wheel surround which will then fit over the bolt heads in the inside fender wells for the bolts which hold up the rear fenders. There are eleven of these bolts on each side.

With the groove cut, we could now drop the wheel surround in place and fine tune the band saw cut so the wood fit snugly to the new inner fender well metal. With the bottom radius established, we drew the top radius and cut it out also.



Quarter panel surround pieces cut and clamped in place.

Next I had to figure out how to cut the decorative "bead" or "molding" that runs all the way around the outside upper edge of the wheel surround. I had to have a router bit made especially to cut this unique trim profile. This cut was also a challenge because the flat plate base of the router is not stable when it runs across the curve of the wheel surround. It wobbles! Also the perpendicular guide on the router was not big enough to provide the required stability in that plane either.

I made a substitute base and guide out of wood and secured them on the router. I then epoxied two wood dowels on the wood base which then allowed the router to travel along the curve of the wheel surround riding on the two dowels and it was stable.



I had to stop short on one end because the dowel would fall off the end and destroy the cut and on the other end because of a decorative curve that was too sharp for the router to navigate. These unfinished ends had to be hand carved.



Detail of decorative bead on outside rear edge of right quarter panel wheel surround.

Roundup continued on next page

Roundup continued from previous page

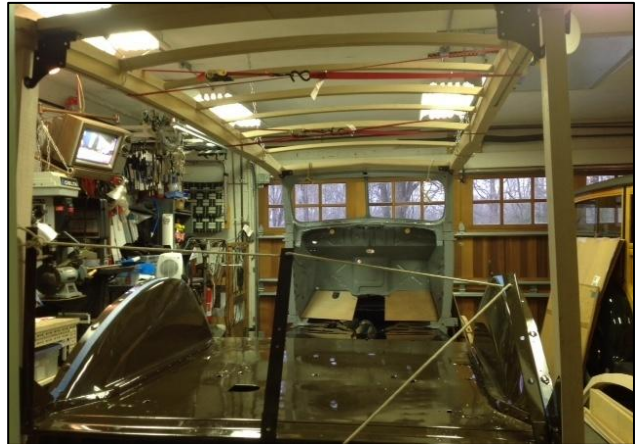
After the *Valve Clatter* is published I will send a short video of this cut to the club list serve so you can see it in action. The router I used is a [Festool](#) which is a very high end brand of wood working tool made in Germany. The staff of the Woodworkers Club where I did this sent the video to the research group at Festool in Germany so they could design accessories for such a cut.

The rear corner posts were next and that was fun also. We had made new corner posts from an original that I had but they were not fitting to my satisfaction into the roof beam or wheel surround. I also have a complete original rear quarter section which had another rear post which I took out and compared with the first one and I discovered that they were different. A LOT DIFFERENT.



These two pictures show the difference in length and curvature of the two different rear corner posts.

But which one was correct? The second post matched the one on my '39 Standard but just to be sure I took both of them to Hank Dubois's house and compared them to his original '39 Deluxe and the second one matched perfectly and was declared correct. We then made a second pair new posts and installed them in the car. I do not have any idea what the first post fits and I do not think it is warped. So once again, when you buy a car in pieces you can never be sure what you are getting. I have now secured the roof structure of the car to the ceiling in my garage to help support it safely and removed the other temporary supports so we can now work on the doors.



Would you believe that there are 135 different pieces of wood in this car ranging in size from a seven foot roof beam to a trim surround for the interior light in the roof? This includes nine pieces of wood between the frame and floor pan. So far we have completed thirty six with ninety nine more to go. **Stay tuned!**

Colin Spong has been busy on two fronts – Ed.

C11ADF Update

By Colin Spong

Recently the C11ADF wagon parts arrived from Bob Schutt in Australia all in good shape.



C11ADF parts are very rare – these came from an Aussie C11ADF owner.

Roundup continued on next page

Roundup continued from previous page

Thanks to Bob's efforts in making a pallet, packing the parts and taking them to the shipper at the docks in Brisbane it cost only £125 to ship these parts half way around the world. A different story when they arrived here... I got away without paying any taxes as the parts were declared as used and only of scrap value. However the clearing agents have fixed costs and charged me £305 for their services!!! I had no choice and paid up... I was not happy.

The dash panel has three switches at the far right hand end. The vacant hole is for dash lights (this is on the NOS loom) while other two are marked "White" and "Red".



I asked Bob about these and the answer is military vehicles had the differential housing painted white and fitted with a light so that at night the following vehicle could see them but they could not be seen from above or from any other angle. On the C11ADF the axle was too far forwards to be seen so a white disc was fitted nearer the rear and this was illuminated, hence the "White" switch. The "Red" switch simply turned off the tail lamps.

In the photograph of the steering bracket (11AF-5104-A) you will notice that it was bolted to the frame. I looked in the "Green Bible" and it tells me that this is normal and it was only riveted when the car used "Direct Action Shock Absorbers." Bob sent two steering boxes, one complete and the other in case parts were needed and also some running board brackets so that I can now use the best ones that I have.



Right-hand drive steering box mounting bracket and boxes.

The front bumper is a literally a steel girder, very heavy and it has also the grille guard which would be very difficult to find. The holes at the ends of the bumper would have been fitted with reflectors, coloured according to the type of vehicle and possibly the weight. It's all interesting stuff.



The front bumper is really a heavy duty unit.

Lincoln Zephyr Update

By Colin Spong

The 1938 Lincoln-Zephyr Convertible Coupe is at last making good progress. As reported in the May 2014 *Valve Clatter* I had just got the body/chassis back from the paint shop and had it back on axles and wheels. Over the last few months I have fitted the brakes, steering, shock absorbers, transmission and most of the wiring.



Because Lincoln Zephyrs are unibody construction the front cross member (seen through the side grille opening) is body color.

We stripped off all of the original sound deadening material as we were worried that there might be rust behind it (there wasn't!!) and replaced it with modern [Dynamat Xtreme](#) sound proofing. At the same time all of the closed and semi-closed cavities in the body were sprayed with a product called [Waxoyl](#) which as the name suggests is a cross between wax and oil and is excellent against rust protection. I am sure that originally all these cavities were not painted and after a few years rust sets in.

Roundup continued on next page

Roundup continued from previous page

The area behind the seat is formed with a raised wooden deck that extends into the trunk area to provide a flat floor. Due to 40 years of poor storage these were badly warped so I cut new pieces from marine ply. Fortunately, I had the original trunk lining so it was easy to cut new pieces to pattern and fit them. One of the original linings had the following stencil on the back: "From Woodall Monroe To Lincoln Motor Co, 86H766182. 86H766195, POA 19693, 15 PR, 12/2/37".

Having obtained the correct size copper pipe and rubber hose from John Connolly (Columbia Two Speed in CA) I was able to fit all the vacuum lines and pipes from the rear axle to the control valve. Why did I get the pipe and rubber tube from California? Here in the UK we now have metric sizes and can no longer get Imperial size pipe and rubber tube and even nuts and bolts are becoming difficult.



The fitting of the running boards and fenders took a huge amount of time and patience. These had all been fitted when the car was in prime coat but fought back after they had been finally painted. I am sure that there is a gremlin out there somewhere that allows the parts to fit when they are in primer but changes their shape when painted !!!! Seriously, I feel that as the car had been in pieces for 40 years, and the parts scattered over several barns, that the parts such as fenders do change shape to a certain extent. However, the major body parts are now together and next major job is that V12 engine.

I note in our newspaper that Prince Charles and Camilla will be in Washington next month and one of the places they will visit is the Armed Forces Retirement Home.

Big Truck Restoration Progress

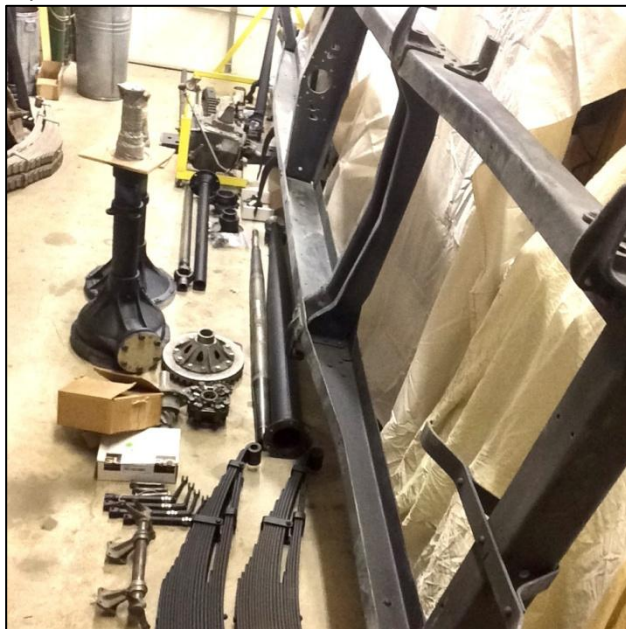
By Dave Gunnarson

Many as of you know, I've been working on my '35 1½ ton truck for a long time with what may appear to be very little to show for my efforts. Mostly I've been occupied helping to raise two boys,

working full time, enjoying life with Sarah and researching how this truck was put together when it rolled off the assembly line. Finding the right parts has been an interesting challenge too, but I now have most of the parts needed and a better understanding of how it should all go together to look like it did when new in 1935.

Over the past years I have disassembled the truck completely and set up the support tools like a sand blasting cabinet, air compressor, etc. Two years ago I removed everything from the frame and had it chemically cleaned and de-rusted at ChemStrip in Maryland. Since then I have been repairing minor damage and filling rust pits and applying primer from a rattle can, slowly making progress. Over the last Christmas holiday I was finally able to complete the frame repairs, pit filling of what seemed like a million rust pits and finish the black primer coating.

The next step is to apply the correct semi-gloss chassis black paint. To do this, some warmer weather is needed so I readied myself for a few months wait. While at the Columbia axle workshop at Ken Burns' garage in January, it occurred to me that instead of waiting, I could rotate the frame on the rolling rotisserie I built and push it to the side to make some room and start cleaning and priming the running gear. With this realization and a strong desire to make real progress, I finally have accomplished enough to feel like I had something to report.



Dave is being modest when he describes repairs to the frame as being minor – just think back to his presentation on riveting.

Roundup continued on next page

Roundup continued from previous page

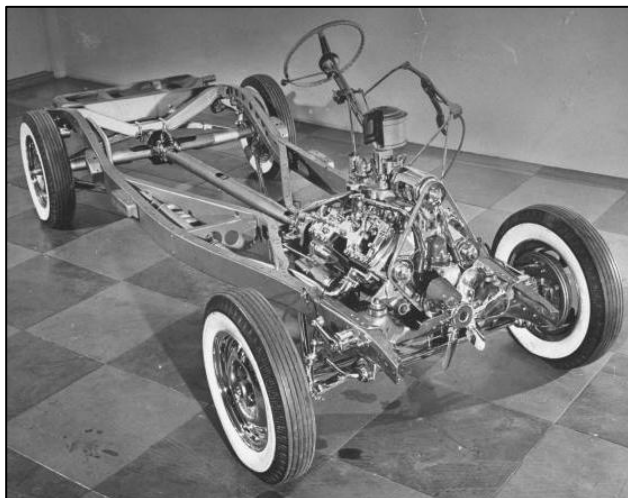
I've been able to take apart the front and rear springs, sandblast, prime and reassemble them. Compressing the springs for reassembly was a bit nerve racking, especially with so many leaves and the heavy weight; each rear spring weighs 135 pounds. I was able to press in new hanger pin bushings in the spring eyes and shackle brackets. With a borrowed adjustable reamer, I increased the diameter to fit the pins really well so now the springs should ride as smoothly as 21 heavy leaves can provide. The front axle, wishbone, steering linkage, torque tube and many more parts are now cleaned, primed, and ready for final painting. The garage floor is the staging area for parts ready for final painting in the spring. Hopefully I can get the majority of the front and rear brake drums, brake rods, and other running gear ready this winter for final painting this Spring. Once that's done, I can finally be able to begin the reassembly process and have something to show for my efforts.

CELEBRATING 75 YEARS OF THE 1940 FORDS

1940 Ford Display Chassis

By Editor

In the last issue of the *Valve Clatter* we reported on the sale of a 1932 Ford V-8 display chassis sold at auction. Also, if you look closely at the picture of Eddie Pullen's Endurance Run 1932 Ford V-8 Victoria on page 10 you'll see that the use of display chassis wasn't confined to only large auto shows, they were also used by local dealers. Ford used cut away displays up until 1952 and maybe even longer than that. A January 21, 2015, post on the *Ford Barn* blog informs us that at least one 1940 display chassis still exists and provides some background on this rare artifact.



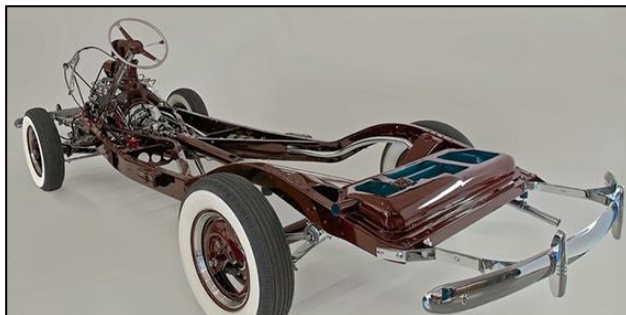
Ford archival photo of a 1940 Ford display chassis.

Begin post from *Ford Barn* - Ed

The 1940 Ford Cutaway

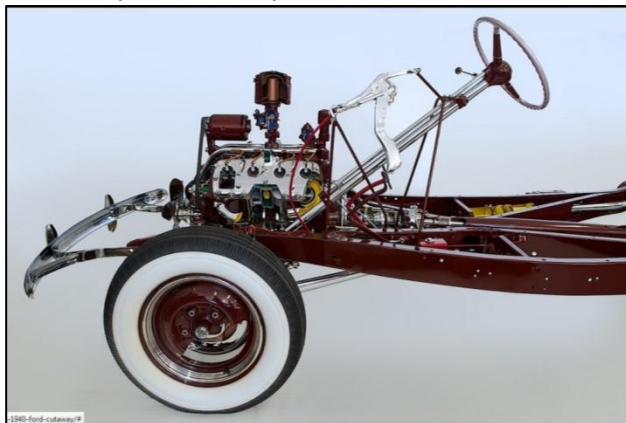
Posted by Ryan

What you see before you is something so incredibly rare that there doesn't seem to be anyone alive that can actually tell us why it was made or for whom. It's a 1940 Ford cutaway chassis and running gear that is owned and was restored by Rick Rennebohm of Whidbey Island, WA. Rick bought the enigmatic chassis on eBay in 2009 without knowing much about its history. He just thought it was cool... and had to have it.



The most obvious difference between this chassis and the one in the archive photo is the addition of front and rear bumpers.

Of course, as soon as he got the thing home and started restoring it he began to wonder just where in the hell it came from. The obvious place to start was Dick Pierson – the man he bought the chassis from. As it turns out, Dick bought the contraption from Iowa State University in 1994. A friend of a friend of his, Richard Grieve, was working with the school's industrial engineering department in a space that had been recently abandoned by the university's veterinarian school. Richard simply walked into the lab one day and the cut-away chassis was sitting innocently in a hallway.



I'm not sure about the maroon color but it could be correct. The chassis in the B&W photo doesn't appear to be dark enough to be black.

Richard had owned a couple of 1940 Fords in the past and knew instantly what the chassis was and

Cutaway continued on next page

Cutaway continued from previous page

felt there had to be some importance to it. His first thought was that it belonged in a museum, so he called The Henry Ford Museum and pitched them on his new find. They claimed to already have one on premise and declined the opportunity.



Liberal use of chrome can be seen in this picture.

A side note here... You would think the fact that The Henry Ford had a cut-away already would be a big break in this investigation. I mean, if they have one they, of all people, would know its history – right? Well, it turns out that The Henry Ford Museum does not have a 1940 Ford cut-away in their inventory. In fact, what they have is an Oldsmobile.

Anyway, after striking out with the museum suits, Richard decided to see if any local early Ford guys had interest. A friend of a friend hooked him up with Dick Pierson and Dick was able to buy the car from the University. Once Dick had the car, he cleaned it up a bit and showed it around the midwest. In 2007, he tried to get it into the Peterson Museum, but was rejected. He sold it to Rick soon after.



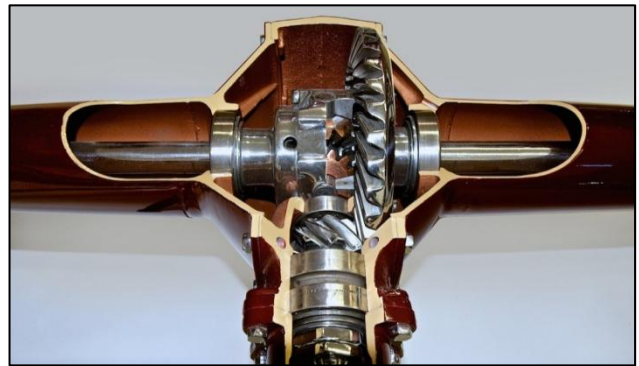
A good shot of the center exhaust port exiting through the water jacket. Again, liberal use of color. Note also the 81A-5 part number on the face of the cylinder head rather than tucked away in its usual location in the back of the head.

So we know the car was at one time owned by Iowa State University, but how in the hell did they get it? And why?

Again, we turn to Richard Grieve. Even though he has never owned the chassis, he's been really instrumental in helping Rick trace its roots. Through some friends of his at ISU, he was able to get a hold of Loren Muench – a trainer and driver's education instructor at the university that was employed by the school from the 1950's well into the 1980's. Loren claimed that he was very familiar with the chassis and that he had, in fact, used the chassis as a teaching tool starting in around 1957. They used the chassis for decades. Incredibly, Loren's last memory of its usage was sometime in the 1980's.

But the trail stops there. We know pretty firmly that ISU owned the cut-away as early as the mid-1950's, but we don't know how they got it, when/if Ford built it, and why... I called some pals of my own at The Henry Ford Museum and was greeted by a questioning silence of sorts on the other end of the phone.

"Where do you find this stuff Ryan? Hell, I dunno... We don't have anything on it. Try... I just dunno."



It's my guess that this cut-away was created before the war by Ford and used as either marketing material or as an engineering study. Some folks have suggested that it could have been created later by the engineering school at ISU for a study or for other educational purposes. I'd buy that as well if it weren't for one little piece of evidence. The serial number on the block is ★1 – which I've been told is a pre-production serial number. If this was created after 1940 and by someone other than Ford, I can't imagine that a pre-production block would have been used. In my opinion, this thing was created by Ford.

When? Why? Beats the hell out of me.

Ford Barn Editor's Note: Just a special thanks to Tom Davison for not only pointing this feature out to me, but also really going the extra mile to shoot it. Thanks Tom!

End post from Ford Barn - Ed

MEET YOUR DIRECTORS

Bill Simons

I grew up in the small Colonial town of Longmeadow, Massachusetts, which borders on the Connecticut state line just south of Springfield. I graduated from Franklin & Marshall College in 1966 with a degree in Anthropology and Sociology. I was classified as 1-Y by the Selective Service due to a serious sports injury my senior year in college and consequently did not serve in the military. I went to work for The Hartford Fire Insurance Company in 1966 as a trainee in the home office in Hartford. My wife Liz and I were married in 1968, and the company moved us from Hartford to Baltimore to Washington to Atlanta to Charlotte, NC. In 1975, I left The Hartford and took the position of Manager of the insurance division of the H.L. Rust Company here in Washington, DC. I was fortunate to be able to purchase the insurance portion of H.L. Rust in 1984, creating the Rust Insurance Agency. I subsequently sold the company to my son and two other employees in 2005. Now, ten years later, I am semi-retired.

My first V-8 was a 1936 Ford Woodie that a high school buddy and I found in Cape Elizabeth, Maine, in the summer of 1962. We paid a whole \$25.00 for it. The wood was rotted in many spots, actually sprouting a few mushrooms. There was no back seat and there were two holes cut in the rear floor for ice fishing in the winter. To top it off, it was hand brush-painted green with the name "FROG" in red letters on the driver's door. We drove it from Maine to Longmeadow and I used it to get to and from work the summer of 1963. We parked it in my friend's barn at summer's end, to go off to college. To our horror, when we came home for Christmas break, his father had sold it! He said he needed the space in the barn. Regrettably there are no pictures of the Frog, but in my mind there are many vivid memories of that Ford Woodie.

That same summer I purchased my 1934 Ford Tudor Sedan for \$400.00, with about 38,000 original miles, and I have been driving it for the past 52 years. In 1989 I purchased a very decrepit 1934 Ford Roadster from Alan Ponton, and with the help of Old Car John Krapinsky finished the restoration in 1993. It won numerous Dearborn awards and I just sold it this past October at the RM auction in Hershey. In 2001, I bought my current 1949 Ford Woodie, completing the restoration in 2011. In 2013, I drove it to the EFV8CA's Golden Jubilee, National Meet,

and Car Show at Lake Tahoe.

I joined the NVRG about 1982 and have held many board positions over the years, including President in 1996. I am currently the volunteer insurance advisor to the National Club's board of directors. This is a great club and I am most grateful to all the members who have helped me over the years with their advice, support, and physical labor.

FROM OUR MID-ATLANTIC NAT'L DIRECTOR

Hello V8ers!

Between the snow and the very low temperatures, it has been a tough winter. I hope spring gets here soon, and we can get our V8's back on the road, after a thorough maintenance and service check out. I am finishing a full restoration of my '36 cabriolet, which has been a good way to spend the winter.

The National Board of Directors held its annual face-to-face meeting on Tuesday and Wednesday, February 3 and 4 in San Antonio, Texas. The meeting was hosted by the Southern Texas Regional Group 71, and several of their members attended the meeting. Departing Board members Tom Johnson (California), Lynn Stringer (Central) and Lou Mraz (North Central) were recognized and thanked for their service. New Board members Dr. Reuben Doggett (California), Michael Driskell (Central) and Bruce Nelson (North Central) were sworn in. Steve Lemmons is serving a second term as President and Joyce Parsons is serving a second term as Secretary. Mark Strohecker was sworn in as Vice President. John McBurney (National Chief Judge), Jerry Windle (V8 Times Editor) and Dave Rehor (Treasurer) also attended the meeting. Bruce Nelson continues as the Web Site Administrator.

Jerry Windle reported that he needs additional articles about 1940 Fords for the V8 Times.

Dave Rehor reported on the Club's financial status, which will be in the March/April or May/June issue of the V8 Times.

The status of the several technical books was discussed. Work continues on the '49-'51 Mercury book, the new '40 Ford book, and the flathead engine book. The '49-'51 Mercury book is expected to be complete in about a year.

There will be two National Meets this year. The Eastern National Meet will be in Charlotte, North Carolina at the Charlotte Motor Speedway from June

National continued on next page

National continued from previous page

8 to 11. There are about 100 registrations thus far. The Central National Meet will be in Brainerd, Minnesota from July 12 to 16. There are about 50 registrations thus far. There will not be a Western National Meet in 2015. The Tulsa, Oklahoma Regional Group will host the Central National Meet in June, 2016.

You may already received information from Mick Albright of the Upstate New York Regional Group 147 about a V-8 event on July 18 and 19 at the U.S. Military Academy at West Point, New York. Mick reports that additional information will be in the March/April issue of the V8 Times.

The very popular 75th Anniversary Medallion program will continue in 2015. Any 1940 Ford Motor Company vehicle registered and displayed at a 2015 V8 Club National Meet will receive a recognition certificate and a license tab. At the Awards Banquet at the 2014 Eastern National Meet in Gettysburg, PA, Ted Wilburn, representing the host Charlotte Regional Group, invited all members to the 2015 Eastern National Meet. Ted said that when Charlotte hosted the Eastern National Meet in 1990, for the Fiftieth Anniversary of 1940 vehicles, that about 75 vehicles were honored. Ted said that their Group hoped to have 100 1940 vehicles at this year's Meet.

In recent years, there have been very successful National Tours in the Upper Mississippi River Valley, through New Mexico, and in the Upper Peninsula of Michigan. There is not a National Tour scheduled at this time, but if your Regional Group is considering hosting a tour, the National Board certainly encourages you to do so, and can provide Tour Guidelines to help your Group have a successful event.

The Early Ford V8 Foundation is hosting the sixth Auburn Motorfest at the Auburn, Indiana museum from August 27 to 29. Details for registering for the daily events are in the V8 Times.

Let's all enjoy our great Club and our great cars this year!

Jon Anderson
National Director Mid-Atlantic

1431 Stewart Road
McDonald, PA 15057
724-926-8265

mmajma@comcast.net

TECH TALK

Vacuum Wiper Motors

Even when cars were new back in the 1940's and 1950's the vacuum wipers always needed a little help. Because many people smoked during those days, pouch tobacco (like the Bull Durham Brand) was common. During those days it was common practice to rub the tobacco pouch across the outside of the windshield. The "juice" in the tobacco acted as a lubricant that made the job the vacuum powered windshield motor had to do a little easier. The "juice" also made it easier to get the bugs off of the windshield. This is the job that products like "Rain-X" do today.

Vacuum Wiper Motor Service

When you took your car in for service in those days part of the "check-up" involved servicing the vacuum wiper motor.

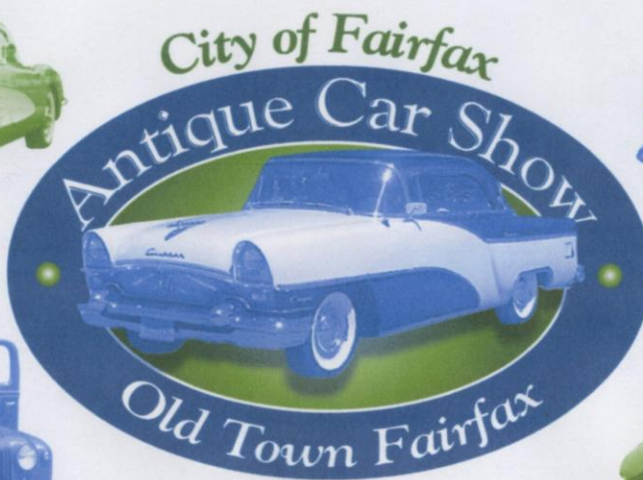
The mechanic would remove the vacuum wiper hose from the engine manifold and hold it up in the air above the height of the dash and squirt brake fluid into the hose using an oilcan. The brake fluid would run down inside of the hose to the inside of the vacuum motor. Reconnecting the hose and turning on the wiper motor with the engine running would circulate the brake fluid inside of the vacuum motor and soften the leathers inside of the vacuum motor.

The final job was to be sure the brass intake screen on top of the vacuum motor was free of dirt and dust. The mechanic would use an air hose and pointed air hose nozzle to blow the screen clean. Then as now the cause of most vacuum wiper motor failures is lack of use.

You can try to revive an old vacuum wiper motor by removing it from the car and soaking it in a coffee can full of brake fluid for a day or two. That will soften up the leather bellows inside of the vacuum motor. Depending on their condition you might bring them back to life. If the leathers have been dried out for too long and are cracked and separated, then there is not much hope and you will have to send the vacuum motor off to get rebuilt.

And just so you know...then as today, 37 miles per hour is the speed at which bugs begin sticking to the windshield instead of glancing off.

Courtesy of [Fifth Avenue Internet Garage](#)



Saturday May 16, 2015

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
Sundog Productions

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 16th at 1:00PM

Don't Miss this Extraordinary Demonstration!

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



Vehicles For Sale

- 1948 Mercury 4-door Sedan. Rebuilt flat-head V-8, frame; brakes, radiator, heater, radio, gas tank redone, bumpers re-chromed. Body needs refinished. \$7,500.00 Nego. Extra parts and trim available. **Harry Foor** – Western Maryland, 301-689-9184, hwfoor@verizon.net 01/15
- 1940 Ford Deluxe Tudor Sedan. Reliable driver. Original except for 12v electrical system including electric wipers, turn signals, high torque starter and PowerGen. Fresh engine, clutch, and transmission. New dual exhaust system. Brakes redone as well as steering. The body is original and in original paint except for some touch-ups. LeBaron Bonney interior including headliner. Low mileage 600 x 16 Cokers. All exterior trim, chrome and bumpers, running board covers, replaced with Drake repros. Dash is refinished as original. **Priced Reduced to \$15,900 OBO.** **Bill Tindall** 804-818-3595 (H) or cell 804-972-9570 or earlyfordguy@yahoo.com 01/15
- 1951 Ford F1 Panel Truck – All original V-8 flathead survivor. Needs mostly cosmetic body work and paint but no large dents or structural problems. Runs great! Much ground-up mechanical work already completed. I've **reduced the asking price to \$8,500** to promote a quick sale. Contact me for pictures and a list of all the mechanical/electrical resto items that have been done. **Allan Edwards**, P.O. Box 2215, Front Royal, VA 22630. alfromva@aol.com, 540-635-6865 (H) or 703-408-8372 (C) 01/15

Parts and Miscellaneous For Sale

- V8-60 parts – **NOS** unless specified otherwise. 21 rods, appear NOS, \$15ea. 2 Ford boxes of 16 lifters ea. 52-6500-A2, \$125 ea. 4 NOS rods in Ford box, \$25 ea. 3 Ford boxes of 4 split valve guide pairs ea, 52-6510, \$40 ea. 16 valve springs, appear NOS, \$3 ea. 43 split valve guide pairs, not matched, appear NOS, \$6 ea. 16 valves, \$8 ea. Oil pan, used, needs some repair but usable, \$30. 2 heads still in

- original box, \$120 ea. Will listen to offers for the whole package. Will deliver to Hershey otherwise there will be shipping. **Mel Herwald**. 540-925-2222. mherwald@mgwnet.com, McDowell, VA, 01/15
- Bumper type tow bar, \$50. ½" drive air impact wrench, \$10. ¾" air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, wsb39@cox.net, 703-679-9462 9/14
- Welder with both oxygen and acetylene tanks. It also includes two welding tips plus a cutting torch. I will also throw in a package of steel rods, brass rods and aluminum rods – \$125. Other miscellaneous 1953 Ford parts. **Tom Shaw** – 703-771-9374 7/14
- 1933-34 Parts: 40 year collection of small and large parts left over from 2 frame off restorations. Engine parts of all kinds; 3 21 stud blocks – complete; 3 rear ends and a complete front end; 1 rebuilt '34 radiator; 2 transmissions and 4-5 sets of used gears up thru 1939. Many brake parts. Set of 16" wheels. Adapters to install a 51-53 Flathead in '34 frame. Act now, they're going fast. Put these parts to good use – I won't be restoring another 1934 Ford. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407 – 540-847-3363 7/14

Wanted

- For 1940 Ford – heater switch for hot water heater. – **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 12/14
- For 1935 Ford closed car: the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 – Jeberly4@comcast.net 7/14
- Driver quality 35-36 Pickup. Contact Nick Arrington – nta1153@verizon.net or 703-966-8422 01/15

PUSH THESE 3 ITEMS—FOR AN APRIL SHOWER OF PROFITS

RIGHT CARBURETTORS IN STOCK—Local distributor for the best carburetors, big flow and best quality carburetors for all makes and models. They are now in stock and ready to ship. They are now in stock and ready to ship. They are now in stock and ready to ship.

COMBINATION—A combination of the best of both worlds. A combination of the best of both worlds. A combination of the best of both worlds.

NEW 1935 FORD CARS—A new and exciting line of cars. A new and exciting line of cars. A new and exciting line of cars.



NVRG Calendar



Guess Who?

<u>March 2015</u>	
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: Get Ready for Spring – Tune Up Review Refreshments: Joe Freund
20	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net if you plan to attend.
27-28	Sugarloaf Mountain Region 45th Annual Antique Auto Parts Meet. Doors open at 8am. Carroll County AG Center, 706 Agriculture Center Drive, Westminster, MD. For more info contact: Robert Clubb 301-829-2000 or smraaca@aol.com ,
31	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
31	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>April 2015</u>	
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: 1940 Fords, Lincolns and Mercurys in Review Refreshments: Keith Randall
16	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net if you plan to attend.
18	Small Parts Day – hosted by the Model A Club at Janet Merkel’s farm in Bowie, MD. More details to follow next month.
25	14th Annual NVRG Poker – complete details in next moth’s <i>Valve Clatter</i> .
28	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
28	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>May 2015</u>	
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: Middle Earth – Finding Equilibrium with Your Ground. (Optimizing your Electrical System) – Refreshments: David Blum
16	NVRG/City of Fairfax Car Show – open to all vehicles 25 years and older. To volunteer to help contact Dave Westrate dlwbaw@aol.com or (703) 620-9597. See page 15 for more info.
TBD	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net if you plan to attend.
26	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
26	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



- ✚ **June 8-11 - [2015 Eastern National Meet](#)** – Concord, North Carolina
- ✚ **July 18-19 – [USMA Rendezvous](#)** – Contact Jim McDaniel for details
- ✚ **August 26-29 [Motorfest 6](#)** – Early Ford Foundation Museum – Auburn, Indiana
- ✚ **October 3 – [Marshall Ford’s 100 Anniversary Celebration](#)** – Marshall, Virginia



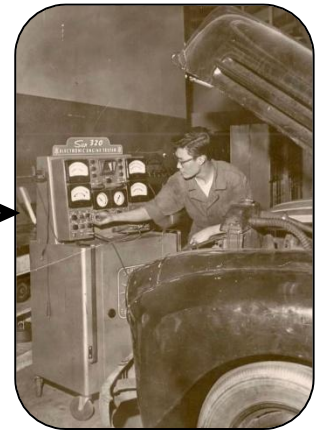
2015 Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



President: Jim McDaniel - 703-569-6699					
Vice President	Bill Simons	703-536-3648	Tours – Team Lead	Hank Dubois	703-476-6919
Secretary	John Ryan	703-281-9686	Tours – Member	Art Zimmerli	703-323-1774
Treasurer	Wayne Chadderton	703-435-1142	Tours – Member	Bill Simons	703-536-3648
At Large	Dave Gunnarson	703-425-7708	Property/Refreshments	Mark Luposello	703-356-3764
Membership	Gay Harrington	703-888-0180	Historian	Don Lombard	703-690-7971
Programs – Team Lead	Joe Freund	703-281-6282	Webmaster	Cliff Green	703-426-2662
Programs – Member	Eric Sumner	703-860-1916	Newsletter (Valve Clatter)	Ken Burns	703-978-5939
Programs - Member	John Sweet	703-430-5770	Sunshine Committee	Keith Randall	703-913-5655
Fairfax Show Dave Westrate 703-620-9597					

March Program: Tune-Up Review

Mark your calendar! The March Meeting is on Tuesday, March 10th at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



FIRST CLASS MAIL

**Regional Group 96
Early Ford V8 Club
Post Office Box 1195
Vienna, Virginia, 2218**