

Northern
Virginia
Regional
Group



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Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

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February 2016

Ken Burns - Editor

SHOW & TELL

There Was a 1935 Ford in My US Navy Destroyer
By Don Pauly – images by Dave Gunnarson and Editor



This exquisite model of the USS Turner (DD-834) was handcrafted by Don Pauly's father when Don was the Turner's Commanding Officer.

"There was a 1935 FORD inside my ship!" That was the strange statement from Don Pauly as he led off the SHOW AND TELL program at our January meeting. He was displaying a large scale model of the USS TURNER, a destroyer he commanded during the 1966 to 1968 years, and was describing its features. His unusual statement was an attempt to show that his ship bore some relevance to our antique cars. He then explained that deep within the hull was a [1935 FORD Mark 1A](#) computer, which was an important component of the fire control system for the three twin 5 inch gun mounts of the ship. It was an analog computer weighing 3340 pounds, close to the weight of a car. This computer invented in 1935 by [Hannibal Choate Ford](#), was built by his company – the Ford Instrument Company, for many years thereafter, and was installed in most Navy ships, up to and including battleships, of that era. His company, now a division of Sperry Rand Corporation, was never part of the Henry Ford empire, however. Don also discussed an incident at sea where the Ford computer and TURNER's gun system played an important part in preserving the peace.

Dave Gunnarson followed with color slides which depicted the huge Akron, OH, airship hangar recently renovated by his company. As the project manager, he had been able to obtain and show some interesting artifacts from the U S Navy airships AKRON and MACON which were constructed in that hangar in the 1930 era.

Show & Tell continued on page 3

Up Front with the President



February 2016

It seems like Christmas was just last week when we enjoyed weather in the high 60's. Now a month later we have been slammed with a crippling blizzard. Whether we endured 20" or 30" of snow plus drifts, we all had the shovels out and got more than our fair share of exercise. The one upside was that the predicted high winds never materialized, and we were spared from widespread power outages.

Our January meeting included a diverse "Show & Tell" and was very well attended by the membership. Thanks to all who participated and to Jim McDaniel for providing the refreshments.

The January Board of Directors (BOD) meeting was my first at the helm and I can say all went very smoothly. The very strong historic club knowledge possessed by the board members never ceases to amaze me with their keen recall of the upsides and sometimes downsides of what we have acted upon. One such example is the 2007 Eastern National Meet hosted by the club.

Now nearly 10 years later the BOD is exploring the possibility of hosting the 2017 Eastern National Meet (ENM). The exploratory committee is being led by Bill Simons and John Sweet. Should we elect to proceed, it will be an immense undertaking requiring the dedicated efforts of the entire membership. To ensure we are all in sync, a portion of our February membership meeting will be dedicated to polling the membership to determine if a majority of you are in favor of hosting a National Meet. I ask that each of you make every effort to attend the meeting and share your thoughts. If you are unable to attend, please email me at joefreund@verizon.net to let me know if you are in favor of our hosting the ENM. I will in turn share the input at the membership meeting.

Incidentally, February's meeting program will be 1941 Fords, Mercurys and Lincolns presented by Ken Burns, John Sweet and Dave Gunnarson. Refreshments are being hosted by Nick Arrington.

Other updates include:

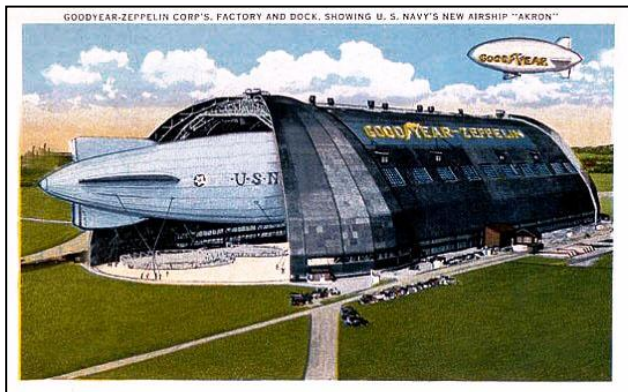
- The BOD has approved Gay Harrington's sound proposal to update and revamp portions of the 2012 Membership Handbook. This is timely given all of the new members that have joined the club.
- The Old Car & Train Day will again be hosted by Sandy & Clem Clement at their home on Sunday, February 21st from 12 noon to 5pm.
- The 2016 Holiday Party will be held at P.J. Skidoos on Friday evening December 9th.
- The **2017** Holiday Party will be held at P.J. Skidoos on Saturday evening December 9th.

I want to again thank the BOD and membership for entrusting me with leading the club and for your support and guidance.

Joe

2016 NVRG Officers & Terms	2016 Directors & Terms	Committee Members
President – Joe Freund (2015-6)	Membership – Gay Harrington (2016-7)	Fairfax Show – Dave Westrate
Vice President – Bill Simons (2016-7)	Programs Lead – Dave Gunnarson (2015-6)	Programs Member – John Sweet
Secretary – John Ryan (2015-6)	Webmaster – Cliff Green (2016-7)	Tours Chair – Hank Dubois
Treasurer – Wayne Chadderton (2015-6)	Valve Clatter – Ken Burns (2016-7)	Tour Member – Art Zimmerli
	Sunshine – Keith Randall (2015-6)	Property & Refreshment – Mark Luposello
	Past President – Jim McDaniel (2016-7)	Historian – Don Lombard

Show & Tell continued from page 1



A 1932 post card depicting the Goodyear Airship Dock and the US Navy dirigible USS Akron (ZRS-4).



Dave showed us his highly-collectible Airship Dock bank.

He also displayed and explained parts of the drive shaft of the 1935 Ford truck he is restoring, as well as some fixtures and tools he devised to help with difficult assembly work. Artwork utilizing scrap WW I French 75 artillery shell casings was also featured in Dave's presentation.

John Sweet brought a ledger from a deceased resident of Uniontown, PA, which listed the owner's car maintenance expenses incurred in the pre-World War Two era, and we were all impressed by the bargain prices shown in comparison with those of the here and now.



John reads a portion of the maintenance journal.

Clem Clement showed some model train items with his inimitable and always humorous commentary, and to complement Don's earlier presentation he displayed a huge "monkey fist" knot tied into in a ship's manila mooring line.

Hank Dubois displayed an original 1935 Ford wooden tool box that was used in 1935/6 3 rumble

seat equipped 3 Window Coupes and Cabriolets along with some interesting Ford distributors.



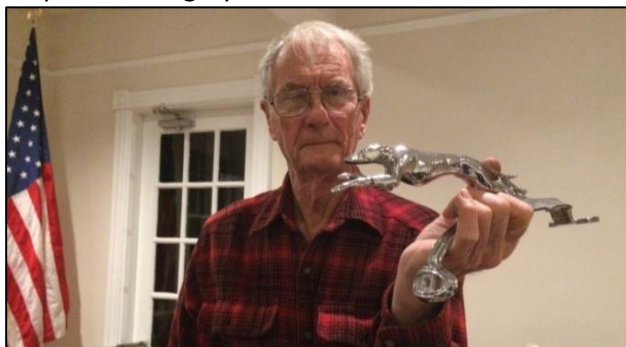
Hank acquired the tool box, along with many other '35 parts, years ago when a very low mileage '35 3 Window was being turned into a street rod.

Dave Westrate had some "Woodie" items on display and discussed them as only our resident Woodie expert can do. Dave is well known for his high quality woodie restoration work.



Dave models the hat with the wooden bill he got for Christmas from a family member.

Dave Henderson showed us a beautiful color sales brochure for all models of the 1932 Ford line, and a Kelley Blue Book of that era, which generated an interesting discussion of car values. He also had various fuel pumps, air cleaners and a rare "sharkfin" jack, along with a Ford Champion spark plug and a very rare 1935 greyhound hood ornament.



Dave Henderson and his rare 1935 Greyhound accessory. Steve Groves displayed some unusual 1951 Ford

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 accessories - a rear seat radio speaker, a vanity mirror, a spot light, a full FoMoCo Oil Aid can, a rear inside door handle replacement to keep children safe in the backseat, and a very rare "redbird" hood ornament.



Steve's '51 rear seat speaker is NOS and still in the original box.

Mike Prater showed us his spark arrestor air cleaner for use on a Model B engine.



Mike Prater and his spark arrestor. Directly below his left elbow is Dave Gunnarson's French 75 "scrimshaw" shell casing.

Ken Burns displayed his grabber tool, magnetic pickup tool, and an unusual screwdriver. A very interesting and useful item was his special "finger" with an enclosed magnet for use in tight reassembly locations.



Ken Burns gave us the finger.

Cliff Green showed brake shoes he had tried on

his 1940 Ford woodie, but had quickly replaced due to their unusual hardness. His most interesting item was a 1939 era K R Wilson V-126 Timing Fixture. He demonstrated its use and its ability to handle various distributor casings, and he encouraged us to keep our distributors properly timed.



Cliff, our distributor guru and his trusty V-126, can get your '32-48 distributor set up perfectly before tour season starts.

Jim Crawford demonstrated a very unusual tray, with two levels, which was used in the days of home delivery of breads and cakes by bakery truck drivers who would carry it to your door. Some older members were reminded of those Divco delivery trucks, and even the horse drawn wagons which preceded them.



Remember when the bakery man delivered products in a tray like this?



Now all Jim Crawford needs is a slick delivery truck like this on based on a 1940 Standard chassis and front clip.

Show & Tell continued on next page

Show & Tell continued from previous page

Joe Freund carefully hauled out a brass era Model T windshield which had been in his wife Sara's family since new. It is amazing that such a fragile piece of glass was preserved intact to this day, despite passing through several generations of ownership.



Sara Freund's father was an executive at Ford Motor Company. The big white item to the rear of the table is Clem's "monkey fist."

Keith Randall displayed a fuel pump and the original under dash wiring harness from his Rouge 1938 DeLuxe Fordor, both of which had recently caused him some unusual problems. He explained the nature of the problems and how he had finally resolved them.

We all enjoyed this evening and learned a lot from the items on display and the discussions they generated. And we proved once again that you can never predict the unusual things which may show up at an Early Ford V8 Club SHOW AND TELL.

MEET YOUR NVRG DIRECTORS

Keith Randall Sunshine Committee

It is interesting how an 'event' or 'the times' are responsible for the paths followed in a person's life. At least that is how it has been for me.

The Event:

When I was 8 years old (1955) my father announced to the family that he was giving me the 1935 Packard 120 Convertible Coupe that he had traded for a year earlier. I was somewhat bewildered by this gift, but was most proud to show all my childhood friends 'my car'. Well, as I grew older I think I figured out his reasoning because a short time after he gave me the Packard he bought a 1931 Ford Model A Coupe. Now my mother, who didn't have

much of an appreciation for what she called 'old junk', couldn't badger my Dad too much about having two old cars because he would always say: "The Packard belongs to the boy!" I still own the 1935 Packard!



Keith's unrestored 1935 Packard Cabriolet.

The Times:

I was pursuing my higher education in the late 1960's when the Viet Nam War was becoming more intense. When selecting my first semester courses I needed a one hour filler course and my High School buddy suggested Air Force ROTC. No one in my family had ever been in the military and I thought it might be interesting to learn something about the Air Force. Well, as the war heated up, I came to realize that I had best have a plan to: 1), finish my education and 2) not be drafted. ROTC was an answer to both. After I was awarded my degree I was commissioned as a Second Lieutenant in the Air Force and was off to Pilot Training.

It's wonderful when your work is your passion and is fun as well. I spent 40 years in the cockpit logging more than 17,000 flight hours in 17 different aircraft and 3 different helicopters. I spent 22 years in and out of the military as a pilot finally retiring from active duty in the Coast Guard. I served in the Air Force, Navy and Coast Guard. Military flight missions have included: Aerial Refueling, Combat, Logistics, Aerial Spray, Search & Rescue, Law Enforcement, Surveillance, Interdiction, Instruction, Evaluation and VIP Transport. I saw action in Viet Nam and participated in Desert Storm. It's customary in the military to multitask and not just be an aviator. Some of the collateral duties I have had included: Chief of Airfield Management, Base Security Officer, Medical Administration Manager, Flight Manual Manager, Aircraft Systems Manager and Classroom Instructor. The other 18 years of my 40 years working in aviation were spent as 'just a pilot' for Lee County, FL., Alaska Airlines, American

Keith continued on next page

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Airlines and Pat Sajak (the Wheel of Fortune guy).

Over the Years and Today:

As I have said, my Dad gave me the old car bug as a youngster and growing up I was always interested in anything mechanical. I took a lot of different things apart and most times was able to put them back together again. In fact, I even began to actually fix some stuff that my Dad couldn't or didn't have an interest in trying to repair. That's because my Dad, who could talk a good story, didn't really have much of a mechanical aptitude. However, it was my Dad who instilled the old car bug in me so many years ago.

The mechanical curiosity that began in my youth became more refined after years of flying many different aircraft and learning/operating their various systems. I enjoy reading maintenance/repair manuals and applying that knowledge. Now that I am retired, I can tinker and complete by myself many of the tasks I read about in automotive repair manuals. However, I would be most remiss if I didn't recognize the Early Ford V8 Club. The Regional Group #96 members I have turned to for their mechanical expertise/knowledge have been an invaluable source of information. The willingness of these folks to share their knowledge and to help with most any task is truly a great resource. Thanks guys!

The Cars:

When I was growing up in the 1950's, go-carts powered by one cylinder McCullough engines were all the rage. My Dad, knowing my interest in these new toys but always on the lookout for a 'good deal' (meaning a cheaper alternative) gave me something a bit different. I guess you could call it a 'go-cart on steroids'. It was homebuilt with a four cylinder Crosley engine, transmission, front axle and a '47 Ford rear end! The Crosley front end and Ford rear end were cut down and fabricated into and onto a square steel frame. The rear end and transmission were mated through a sprocket and chain arrangement that severely reduced its top speed. A good thing because it had no brakes! The guy that built it must have run out of ideas when it came time to fabricate something for brakes. The sprocket and chain assembly pretty much kept things under control when you backed off on the throttle. However, when in 3rd gear and with no suspension system, even this daredevil youngster was a bit concerned. But, I was introduced to and tinkered with carburetors, water pumps, radiators, etc.

Next up was the Bomb! That's the name my Dad gave the severely rusted out 1957 Plymouth Savoy that I bought from a neighbor for \$35 and secreted behind our barn for several days while I tried to figure out how to tell my folks that I had bought my first car. I spent all my time trying to keep that car from literally falling apart. Fiberglass, sheet metal, Bondo and bailing wire were all my friends. I was lucky however. The car ran great except for the two speed automatic that slipped badly between 1st and 2nd gear. The solution? Just back off on the gas until the transmission caught up to the engine. But hey, it had a 318 with a four barrel and dual exhaust with glass packs. You pull off the grill (actually it fell off), apply generous quantities of Rust-Oleum primer and you have a great high school cruiser for the rust belt in northern Ohio. It got me back and forth to school and work for two years before I sold it for \$75. I found out later that they guy I sold it to used it to deliver newspapers until the trunk floor collapsed due to rust. It was still running great (except for that transmission) and he drove it into the junkyard. Truth be told, if my Dad had been more mechanically savvy he would have never let me and the Bomb on the road!

My first flathead V8 Ford was a 1952 F-2 pickup. It had been an Iowa farm truck for many years and had logged just 52,000 miles. It came equipped with a radio and heater and everything worked. But most significantly, there was no rust. The flathead ran great and the truck drove fine. My only frustration was the spur gear four speed transmission that required mandatory double clutching. After I had taken care of the few small body dings, the truck was ready for a new coat of paint. Also, I found a replacement three speed transmission. However, when I received orders to Washington for my final military assignment I put the truck in storage. After paying for storage for two years I realized that I had neither the time or space to complete the truck and I sold it.

Today, my stable includes my very first new car, a 1971 Chevrolet Monte Carlo that I ordered from the factory. This is a numbers matching car with several rare options and includes all the ordering information as well as the factory build information. I find it hard to believe that I've owned this car 44 years and that there are very few states the car and I have not visited.

Keith continued on next page

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Keith's Monte Carlo. How many of us still have their first new car?

There also is a 1916 Ford (been in the family since 1958) on which I recently completed an off frame restoration.



Keith's 1915 Model T is one of the last Ts to have a brass radiator shell.

Then, there are two Flathead Fords: A 1938 Deluxe Fordor and a 1936 Cabriolet.



Keith's Rouge Class 1938 DeLuxe Fordor.



The newly acquired 1936 Cabriolet.

In addition, I still own my first motorcycle a 1970 Triumph Bonneville, and a 1994 Harley-Davidson

FXDL, Dyna Low Rider. Of course, there are the modern daily drivers too.

Obviously, I enjoy working on and driving a variety of four wheel and two wheel vehicles. Just like the different aircraft I have flown, each of my vehicles has its own idiosyncrasies and a personality. I always enjoy 'getting in the zone' when around old cars. They are a link to earlier times and make it easy to imagine what it must have been like when they were first on the road.

I suppose I can be labeled a collector. However, I do keep busy maintaining what my wife calls 'the fleet'. I feel fortunate to be able to put 'my hands on the wheel' of vehicles spanning a hundred years of automotive history (From a 1916 Ford Model T to a 2016 Ford F-250).

WELCOME TO THE CLUB

Matthew & Jaime Koerner (Andy's son and daughter-in-law)
Sterling, VA
barnes.koerner@gmail.com

- 1930 Ford roadster
- 1930 Ford coupe
- 1947 Chrysler 4-door hardtop
- 1953 Chevy 2-door coupe

2016 NVRG CALENDARS

2016 Calendars Sales – Our Best Year Ever!!!

By Cliff Green

We just wrapped up our 11th annual NVRG club calendar sales and here are a few interesting facts and figures. In those 11 calendars we've featured 131 different Fords, Mercurys and Lincolns owned by NVRG members. Math says 11x12=132 but in June 2014 we showed Bill Simons '49 Woodie and Jim McDaniel's '51 Cruiser in Yellowstone National Park during the V-8 Tour Across America. With that exception, we've never shown the same car twice. Now some numbers:

- 165 calendars were printed
- 12 comped to Fairfax City Hall for car show
- 12 comped to car show trophy sponsors
- 1 each to V8 TIMES editor, speaker at our November meeting, Garage tour host
- 12 people responded to our V8 TIMES ad
- 55 sold at Hershey
- 71 remaining went to club members
- Approximate club profit of \$1,380 realized!

Northern Virginia Regional Group #96

Budget Summary for The Year 2016

Approved by NVRG Board of Directors on January 26, 2016

Income

Membership Dues	
For The Year 2016	610
For The Year 2017	1,650
For The Year 2018	300
For The Year 2019	0

Total Membership Dues	2,560
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50/50 Share	180
Calendar Sales	2,300
Tech Tips Book	140
Fairfax Car Show	2,400
Tour Income	40
Picnic	200
Holiday Party	1,200
Accessory & Clothing Sales	0
Miscellaneous	975

Total Income	9,995
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Expenses

Membership Meetings	1,340
Calendar	900
Tech Tips	20
Membership Directory	600
Newsletter	93
Fairfax Car Show	1,800
Tour Expenses	350
Picnic	950
Holiday Party	1,800
Accessories & Clothing	0
Contribution and Recognition	175
Post Office Box	200
Website	100
Miscellaneous	1,075

Total Expenses	9,403
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Income/(Loss) For the Period	592
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IS THIS A GREAT CLUB OR WHAT?

THANKS

By Gay Harrington

Last September, after driving many miles of county roads from here to Stephens City, VA, and back and having an absolutely fun-filled weekend of events that included a drive-in movie, visits to the Newtown History Center and a local winery (thank you Hank & Cindy), my '49 F-1 affectionately known as "Budster" broke down about four miles from Tysons Corner. AAA safely brought us home those last ten miles, and I began to wonder "Will I ever be able to drive long distances in this beautiful but moody machine without calling AAA for a tow?"



The road ahead during the drive-in movie tour was beautiful.

Then my NVRG friend and Arlington neighbor, Bill Simons, came to the rescue. Bill is always a wonderful guy to be around because when you greet him with a "Good morning, Bill, how are you?" you can always count on a very genuine and up-beat "Never been better" reply. Bill rolled up his sleeves and set to work to solve the mystery of the Budster break down.

I'd called the fellow in Oregon who fully rebuilt the engine and transmission, and he thought it would be a simple fix since nothing was overlooked on the rebuild. He suggested it was either loose bolts on the transmission, a bad tank of gas or a defective fuel pump.

Bill Simons came over and checked all the bolts, showing me where these were located—no problems there. Next he checked the fuel pump, which was not mounted on the manifold. I recalled seeing it on Budster's underside on one of my "memorize the parts if you can" excursions. Bill crawled back under Budster to locate and examine it. It seemed fine; no visible damage, and the line was in tact.

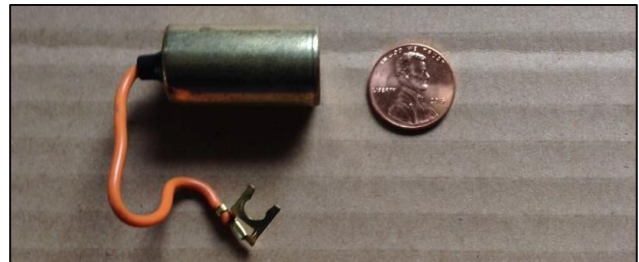
Bill shifted his attention to the carburetor. Gas was flowing fine. To eliminate the carburetor as a

potential problem source, Bill replaced Budster's carburetor with a known good one of his own. No difference in the jumpy running, so Budster's carburetor was not the problem.

Next Bill turned to the electrical side of things. He checked the distributor, which is a Mallory dual point. The points weren't damaged, the wires were all connected and in good shape. The coil was connected. Groundings seemed fine. Both Bill and the fellow who rebuilt the engine doubted that a coil would go bad after only 800 miles of use. Bill thought it could be either the condenser or a spark plug(s) that went bad and stopped firing correctly.

I bought all new spark plugs and ordered a Mallory condenser (matching the distributor brand to its condenser made sense to me *). Bill removed each plug, and none looked worn or damaged. There was some extra carbon build up on the left side of the engine. Bill showed me how to replace the plugs, and he had all the correct tools.

Then, after several mornings of trial-and-error searching, Bill solved the problem using only a small screwdriver and an under-ten-dollar part. The condenser, which was still shiny with no visible wear or damage, was the culprit. Hearing that engine turn over smoothly and start its V-8 purring was music to our ears! I can't THANK Bill "doctor flathead" Simons enough for his time, attention, and work to get the latest Budster mystery solved.



The culprit!

I'm now thinking that owning an early Ford V-8 is sort of like golf. You can go out and feel great on the course, have all kinds of less-than-perfect shots, and *when that one perfect connection is made* (like the drive or chip onto the green under stroke or the 25-foot putt smoothly landing in the cup) well, it's just enough to have you smiling and celebrating at the "19th hole" and anticipating the next round. Can't wait for the next round with Budster. THANK YOU, Bill!

* I later learned from Hank DuBois that he prefers NAPA to Mallory condensers because they have always lasted longer for him. On-line chatters
Culprit continued on next page

Culprit continued from previous page
 also say Mallory condensers tend to fail at around 800 miles, which is almost to the mile when mine stopped working. So I'll have to resist "matching" parts by brand...it isn't a dress and shoes sort of thing!

RESTORATION ROUNDUP

1938 Lincoln Zephyr Convertible Progress

By Colin Spang

I am still working on the 1938 LZ and have located with Merv Adkins in California the oil filler draft tube, oil filler cap (actually a 1937 Ford Truck part) and bracket that is unique to the 1938 car and expensive. These items were some of the many small parts that were missing from the convertible.

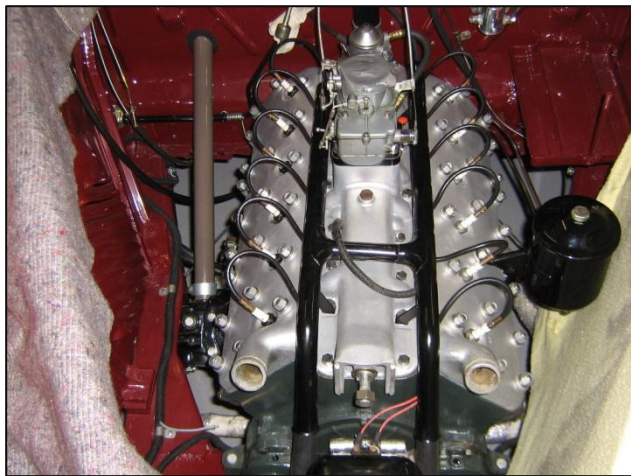
As it is a non-urgent part can I have Merv send to you (Ken) and I will collect on my next trip which may be in the summer as John and Shelley are putting the arm on me to attend the LZOC GOF in Virginia in June (I think) .

In December I finally finished the assembly of the engine and run it up on a test rig before installing it. It ran well, hitting on all 12 cylinders, 65 psi, and after an hour the hydraulic lifters finally bled all the air and they became silent...well almost!!



It must have been LOUD in Colin's shop when the V-12 fired up!

I now have it in the car and the next job is a rebuild of the radiator.



TECH TALK

Temperature Sensor

By Al Mosley

(Originally printed in Lone Star RG #6's *Greyhound* newsletter. Reprinted from SoCal RG #11's *The Fordist* newsletter.) Images added by NVRG #96 *Valve Clatter*.

Part numbers



01A-10884 or 8A-10884 – 2 terminals

Temp continued on next page

Temp continued from previous page



99A-10990 or 8A-10990 – 1 terminal

First of all, it is important to understand the operation of the temperature sensors. The two terminal unit (01A/8A-10884) is only an on/off unit. At normal operating temperatures, it has continuity between the terminals and serves only to complete the circuit to the single terminal unit (99A/8A-10990) which is the actual temp sender. In a situation where overheating occurs on the left side of the engine, the two terminal unit will ground the long terminal and cause the temp gauge to go all the way HOT.

To test, check for continuity across the terminals at normal temp on the 01A/8A-10884 sensor. Connect an ohm meter across the two terminals and there should be continuity. Then check for continuity between each terminal and ground, the threaded base. There should not be continuity. If there is continuity to ground the unit is faulty and needs to be replaced.

If the sensor has passed all of the tests above the sensor needs to be checked for operation at high temperature. Heat some water to about 210° F. Use a candy thermometer or some other thermometer to monitor the temperature of the water. At that temp the sender should have continuity between the long terminal and ground. If it meets these tests, it doesn't need to be replaced.

The single terminal unit (99A/8A-10990) can be tested by heating the unit in water. Again a thermometer will help to monitor the temp. Connect an ohm meter between the terminal and the base and observe the meter reading as the temp rises. The resistance should decrease as temp increases.

To check your gauge unit, ground the wire to the engine. The gauge should go to full HOT.

The gauge should sweep between COLD and HOT if you ground and then disconnect the wire. Be sure to give it a minute or two to react. If the gauge does not sweep fully or goes much beyond the scale, it may need to be calibrated or replaced.

These few simple tests may help narrow down the problem before you spend a lot of money replacing parts. Be sure to check all wiring and terminals for condition and cleanliness. A lot of the old wiring was made of steel strands and could break

several strands at the terminals causing high resistance in the system. Also make sure your grounds between engine and body are good.

More on Cranking!

By Cliff Green with additional input from Colin Spong – images by Cliff, Colin, Bill Tindall and Editor

In a follow up to the “Shade Tree Mechanic” article that appeared in the Nov/Dec issue of the **V8 TIMES**, where I was pictured hand cranking my '40 Ford Woodie, I've now done some more research on the subject.

The last US-designed and built Ford passenger car with the ability to hand crank the engine was the 1948 Ford. English-built V-8s Ford Pilots were produced with hand crank capability until 1951.



Notice the crank hole in Colin Spong's 1951 Pilot.

You could still hand crank US pickups until 1950 and some English Ford commercial vehicles had the capability as late as 1961.



1950 F-1 grille with crank hole.

It is interesting to note that the license plate was mounted on the right end of the bumper and thus the crank hole in the grill was unobstructed until 1940. In 1941 Super Deluxes, and all trim lines afterwards, the license plate was mounted to the center of the bumper. This required the removal of the plate and the vertical license plate brace before the crank extension could be inserted through the grille and radiator and was probably considered an emergency. (*The Editor thinks that's because the '41s were much more reliable cars!*) However, most states did not require a front plate anyway!

Crank continued on next page



License plate bracket and crank hole in Editor's '41 Woodie.

Prior to the 1939 (Deluxe) the fan was mounted on the generator. When the fan was mounted on the end of the crank shaft 1939-41, accommodations had to be made to accept the crank extension rod. The fan blades were attached to a housing with a flange to bolt to the end of the crankshaft permitting the extension to engage through the opening. After the war, the fan was a block mounted unit and no longer interfered with the extension.

Depending on the model year the crank extension either went through the radiator or beneath it.



Crank hole in a late 1941 radiator.



On Bill Tindal's '46 Ford Convertible, the crank extension goes through this opening below the lower grille bar...



passes through the opening in the radiator-to-grille shield and...



under the arch in the front crossmember before engaging the crankshaft ratchet (pulley nut) barely visible in this picture.

Just to keep things more interesting the above information applies to V-8 engines only. The G series 6 cylinder engine used from 1941 until sometime in 1947 secured the crankshaft pulley with the V-8 ratchet but the H series 6 cylinder was produced sometime in 1947 had a conventional, non-ratchet style nut securing the pulley to the crankshaft. And I don't want to even think about 4 cylinder engines, Ford-built Jeeps or tractors!

Nitty- gritty:

The Lincoln Zephyr had no provision to hand crank the engine.

The crank handle and extension was no longer supplied with the car as standard equipment after August 1936. It then became a dealer supplied optional item at extra cost! So, you concourse guys don't have to worry about these parts in your tool kit!

Crank Handle: (xx-17036) A 90 degree "Z"-shaped handle with four-sided socket to accept the

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 crank extension with the other end a lug wrench being hexagonal 13/16 lug nut socket. 11/16 round stock painted semi-gloss black.



Lug nut wrench/Crank handle

Crank extension: (xx-17040) 13/16 round stock, four-sided end and 2 forged “nibs” to engage the engine crank nut at the other end. The “Green Book” lists various lengths for different years until the 59A-17040 (5 = 1945, 9 = 239 cu, A = passenger) was a service replacement for all years 35-48 at 31 “.

The extension for my '40 Woodie measures 23.5” so that it can fit in the tool storage bin under the middle seat and is not listed in the “Green Book”!



Crank Extension.

Also, the 1940 Deluxe was the only year that had a stainless “flipper “to cover the crank hole!!!



1940 Deluxe

1940 Standard

Info derived from the Tool Guru Lin Stacy and the EFV8CA 1938-39 restoration guide.

EMAIL BAG

In the December 2015 *Valve Clatter* Dave Gunnarson detailed the great lengths he went to to rescue a 1935 1 ton panel truck from almost certain destruction. Obviously he acted just in the nick of time as Snowzilla would definitely have collapsed the rickety shed the panel truck was sheltered in. Here’s a picture of a 1935 one ton panel configured as a bookmobile that appeared in the Inland Empire

#23’s *Voice of the V-8* newsletter and also on the Early Ford V-8 Foundation’s Facebook page. I guess if you restored the rescued panel truck to be a bookmobile like this you’d have to also find a couple thousand old books to fill the shelves.



The truck was purchased by Jefferson County, TX, in 1935 and was in service until 1948.

More Trucks

Speaking of Snowzilla, here’s a photo from Nick Arrington featuring his 1951 F-2 out in the snow.



Nick also has another pickup in the works. He says: “Almost have JT’s old 41 Pickup back to life. check out fender skirts and 40’s Pep Boys skirt trim affixed for test fitting.”



The '41 pickup on Nick’s rollback.

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2016 Eastern National Meet

Gettysburg, PA

August 8 - 11, 2016

Wyndham Gettysburg

www.wyndhamgettysburg.com

**Celebrating the 75th Anniversary
of the 1941
Ford**

TOURS:

- Bus tour
- Driving tour
- Local Garage Tour

We're working on details of where we'll be going...

EVENTS:

- On site movie theater
- Welcome Party Buffet
- Ice Cream Social
- Your Choice Raffle
- Awards Banquet

CAR SHOW RULES

- show vehicles must have a fire extinguisher
- show vehicles must pass operational check inspection
- participants must be members of the Early Ford V8 Club of America
- we will have a display division for hot rod participation

EVENT MERCHANDISE:

Your Choice Raffle plus
tee shirts
polo shirts
sweat shirts
denim shirts
hats
logo pin
logo gear shift knob



EVENT REGISTRATION

Download registration form from www.NCR36.com and mail payment and form to:

EFV-8 ENM

c/o Cornerstone Registration Ltd

PO Box 1715

Maple Grove, MN 55311-6715

Make checks payable to "National Capital Region 2016 ENM" or simply "2016 ENM"

**SWAP MEET SPACES AND TRAILER PARKING
AVAILABLE**



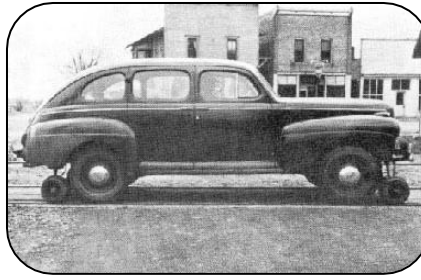
Information Contacts:

Willis Terrett, Chairman, 713 Mattawa Ct., Millersville, MD 21108, 410-923-1154, Email: v8ford51@gmail.com

Norm Heathcote, 305 Gwynnbrook Avenue, Owings Mills, MD, 21117, 410-227-2040, Email: vvomllc@hotmail.com

Al Zimmermann, 12887 Eagles View Rd, Phoenix, MD 21131, 410-560-0237, E-mail: zimmco1@comcast.net

Cecil Polan, 1109 Gerrardstown Road, Gerrardstown, WV 25420, H 304-229-8366, Email: ckpolan@gmail.com



YOU ARE INVITED TO OLD CAR AND TRAIN DAY

SUNDAY, FEBRUARY 21, 2016 from 12noon to 5 PM

@

THE CLEMENT HOME
12106 GARY HILL DR
FAIRFAX VA 22030

- ✚ Bring your significant other, kids, parents, and any other train, antique or old car lovers to join in the fun and fellowship of antique trains and old cars.
- ✚ If you bring your kids be sure to take them home with you – however you can leave your old cars and old trains for Clem if you want to!
- ✚ Weather permitting, additional antique cars may join us. New additions to the antique train collection are on display and some trains are under power. Bring “show and tell” trains, if you like, and we’ll try to run them. If you have trains to be repaired, this is a good time to drop them off.
- ✚ A favorite appetizer, finger food or dessert brought for sharing would be gratefully appreciated.

Sandy and Clem Clement
Ph. (703) 830-5597 C (571)-239-1701
Email: clem.clement@cox.net





A 1941 Deluxe Fordor covered with snow. This picture could have been taken anyplace around here last week.



Check out the "Continental" spare tire on the car in the right picture.



Northern Virginia Regional Group Automart



Vehicles For Sale

1936 Ford Fordor Touring Sedan – They're still out there. A friend of mine, Buddy Mooney, has a '36 Ford 4 door touring sedan for sale. Asking \$7K OBO. His number is 240-320-7930. It is an early '36 and appears to be all original and complete. For pictures contact **Mike Prater** michael6225@comcast.net (07/15)



1947 Ford Super Deluxe Sedan Coupe. Rouge/HPOF car. Runs and shows well. \$25K, **1948 Ford Deluxe Coupe.** Multiple Dearborn/AACA awards. Restored. \$27.5K, **1949 Ford F1 Stakebed** truck. Off-frame restored. Beautiful. Needs nothing. \$25K. **Jason Javaras** (540) 786-5819



1935 Ford Fordor. Owned since 1962 by National Capitol RG member. Green with black fenders. New mohair upholstery, new battery, and bumpers chromed. It needs a tune-up etc. Car is in Frederick across the street from the fairgrounds in a garage. **Richard Ramsburg** 321 210-8667 (05/15)



1948 Mercury 4-door Sedan. Rebuilt flathead 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)

Parts and Miscellaneous For Sale

Tools - 6 piece hand tool kit with pouch for your exact year/month EV-8, with "B" tip screwdriver, tire iron, jack, jack handle, grease gun, and pump optional with purchase, as available. **Dave Henderson.** jrdshen@verizon.net or 703-938-8954 (02/16)



Garage Space Available – garage bay - approximately 25 1/2' by 11 1/2' with a 12' ceiling. \$250/mo., or in part for smaller vehicles which would fit in multiples @\$90 each. The building is a secure modern garage on an occupied property, located in



the Fairfax City area. **Dave Henderson.** 703-938-8954 or jrdshen@verizon.net (01/16)



VA License plates – 1 set 1932 truck, \$100 or offer; 1 set 1954, \$100 or offer; both need some touch up – Locking latches for 1934-35 Ford Trunk (New), offer – Welding set, two medium tanks with cart and welding table, \$50 or offer – Home made trailer with 1932-34 wheels, \$50 or offer. **Benny Leonard,** benshar100@gmail.com, 703-863-5814 (C) 703-278-2994 (H) (09/15)



1934 Parts – Front and rear fenders, fair to good condition; headlights, front bumper, bumper brackets. **Mark Luposello,** 703-399-0999, or drspdracer@gmail.com (05/15)



4 used Coker WWs and tubes, 6:00x16, low miles, good tread, no dry rot. **Bill Chaney,** flihi@cablefirst.net or 804-776-7597 (04/15)



Transmissions: '49-'50 overdrive, '51 overdrive, '56 H.D. (292"-312"), '75 automatic (Windsor). Engines: '86 T-Bird Ford 5.0L (302"), '74 Mercedes engine and trans, includes all accessories and cats. Misc: '49-up starters and generators, '49-53 water pumps. Much more, just ask. **Steve Groves** – 301-530-7411 before 9:00 pm. (03/15)



Bumper type tow bar, \$50. 1/2" drive air impact wrench, \$10. 3/8" air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley,** wsb39@cox.net, 703-679-9462 (09/14)



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 (07/14)



1933-34 Parts: 40 year collection of small and large
Automart continued on next page

Automart continued from previous page
 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 (07/14)

Wanted

'40 Ford Oil Bath Air Filter – Thanks in advance. **Nick Arrington** nta1153@verizon.net or 703-966-8422 (01/16)



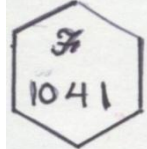
Used tires: 650/70/15 or 700/70/15 (2 or 4) for my 1947 Chrysler. **Andy Koerner** akoerner2@cox.net (09/15)



8BA script head bolts – see images below. Must be in excellent shape. **Steve Groves** – 301-530-7411 before 9:00 pm. (03/15)



Need 8 or more long and 6 or more short



Need as many as you have – both long & short



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 (07/14)



Driver quality 35-36 Pickup: Contact Nick Arrington – nta1153@verizon.net or 703-966-8422 (01/15)



The chrome Pep Boy trim on those skirts are great!

Von Hardesty writes

I found this old photo taken of my 1940 Ford when we lived in the countryside. The angle is odd, capturing the car on a summer day at the top of a small hill near the old barn. I am biased, but I think this model year for Ford remains iconic. It may have some illustrative use in VC but I realize our interest now (logically) is with the 1941 Ford, which was another prewar design trump.



No snow to be seen in this picture.

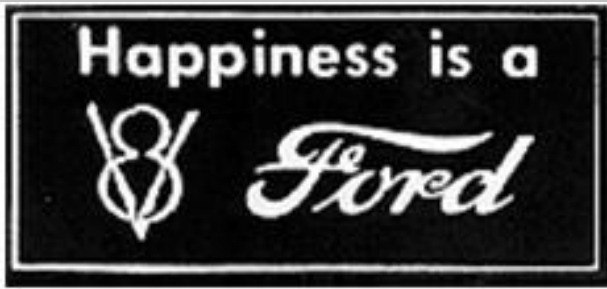
Clem has the last word

USE CAR'S EXHAUST TO CLEAN CUSHIONS

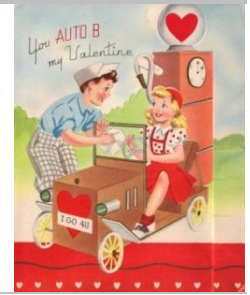
Using the exhaust gas of the automobile to clean the upholstery is the accomplishment of a recently invented device. An aluminum attachment is fastened to the exhaust pipe and the engine is allowed to idle. As the exhaust gas passes through this device suction is created at the inlet hole. Collected by a nozzle, the dust and dirt are drawn through the hose and expelled into the air at the rear of the car. It is made in three models, for cars of different size.

With the car's engine idling, gas from the exhaust creates a vacuum that cleans the cushions

What could possibly go wrong with this gadget?



NVRG Calendar



<u>February 2016</u>	
9	Membership Meeting – 7:00 pm – Nottaway Park – Program: The 1941 Fords, Mercurys and Lincolns – Ken Burns, John Sweet and Dave Gunnarson. Refreshments: Nick Arrington
10	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
14	Don't forget your Valentine!
21	Clem and Sandy's Annual Train Day – see page 15 for details.
23	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
23	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>March 2016</u>	
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: TBD – Refreshments: Gay Harrington
TBD	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
25-26	Sugarloaf Mountain Region 46th 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
29	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
29	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>April 2016</u>	
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: TBD Refreshments: Keith Randall
TBD	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
TBD	NVRG 15th Annual Poker Run
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



- ✚ **April** – Annual NVRG Poker Run
- ✚ **May** – NVRG/City of Fairfax Car Show
- ✚ **June** – Sully Father's Day Car Show
- ✚ **July** – NVRG Picnic
- ✚ **August 8-11** – Eastern National Meet, Gettysburg, PA
- ✚ **August** – Drive-In Movie Night
- ✚ **December 9** – Holiday Gala at P.J. Skidoos

Celebrating 75 Years of the 1941 Mercury



1941 Mercury Station Wagon at the Iron Mountain Ski Slope



FIRST CLASS MAIL

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