

Northern
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Regional
Group



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Value Clatter

Early Ford V-8 Club of America



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March 2016

Ken Burns - Editor

1941 FORDS PRODUCTS

1941 Fords, Mercurys, Commercial Vehicles and Trucks, and a Special Lincoln Continental

By Keith Randall – images from Dave Gunnarson and Editor's Presentations



On Tuesday evening, February 9th, 2016, the faithful gathered at the Hunter House in Nottoway Park to be transported back in time to 1941. Our guides were Ken Burns, Dave Gunnarson and Don Pauly.

As you are aware, there were many changes afoot in the world in 1941 and the Ford Motor Car Company was evolving as well. The Ford passenger cars were completely different from the 1940 vehicles from the frames to the bodies. Advertisements shouted out that the '41 Fords, Mercurys and Lincolns were "The *Big Three*" cars of the day! The ads promoted the ideas of 'Massive Beauty,' 'Interior Style' and that the Fords were the 'Big New Car' of the day with 'Boulevard Ride.'

In fact, the '41's Fords and Mercurys were different from the previous year in many areas. They were two inches longer in wheel base, the overall length was increased by eleven inches, the width increased five to six inches and the weight was up nearly 200 pounds. Ken Burns described one of the most significant comfort factors was the increased width. If you have ever had the opportunity to ride three abreast in the front seat of Ken's car vs. a 1940 or earlier Ford there is a noticeable difference. I have to agree because I have always

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Up Front with the President



March 2016

February is always a peculiar month for me. Winter is still persisting, but shows some signs of weakness with occasional temperatures in the high 50s and low 60s. The temperatures are for the most part too cold and the roads still have too much sand/salt on them to get our old Fords out of our garages. The other yearly ritual of winter for me is the preparation and filing of our federal tax return. So between the continued inclement weather and the misery of tax season, I cannot wait for March to get us out of our homes for a garage tour or a few really dry days to get our Fords on the road.

Our February meeting consisted of presentations by **Ken Burns**, **Dave Gunnarson** and **Don Pauley** on the 1941 Fords, Mercurys, Commercial Vehicles & Trucks and Don's Lincoln Continental. I want to thank Ken, Dave and Don for their very interesting and detailed presentations and **Nick Arrington** for providing the great snacks and refreshments.

Our monthly Caffeine Double Clutch Breakfast at Fair Oaks Silver Diner on February 10 was as always, well attended. We always enjoy a good breakfast and the comradeship.

On Sunday, February 21, folks from our club, the Ford Model A club (of which Clem is a member), train buffs and neighbors of **Clem & Sandy Clement** were treated to the very special **43rd annual** "Old Car and Train Day" in their home! Being a electric toy train buff myself, I am always fascinated by moving trains. The vast array of trains that Clem has amassed over many years is simply like waking up in train heaven. Clem always beams when he shows and describes his magnificent electric train collection! The many folks that have stopped by over the years are always fascinated and leave with a big smile. The best part for me this year was seeing the five year old son of Ken Burns' neighbor who was absolutely electrified when the trains started running the course track around the very large room. The boy was running back and forth following the trains. He now has the electric train bug.

As you know, in 2007 our club hosted the Eastern National Meet (ENM). Nearly ten years later the BOD continues to explore the possibility of hosting the 2017 ENM in June. The exploratory committee led by **Bill Simons** and **John Sweet** will be presenting the information they have gathered to date at our Board meeting on February 23. At that time we expect to vote on whether to move forward with the significant planning that will be required or to take no action. At our February membership meeting we discussed the merits and a majority of you were in favor of our hosting the 2017 ENM. Several days after our membership meeting, I emailed the membership (approximately 150 members) and requested responses to three questions. I received a total of 32 responses summarized as follows:

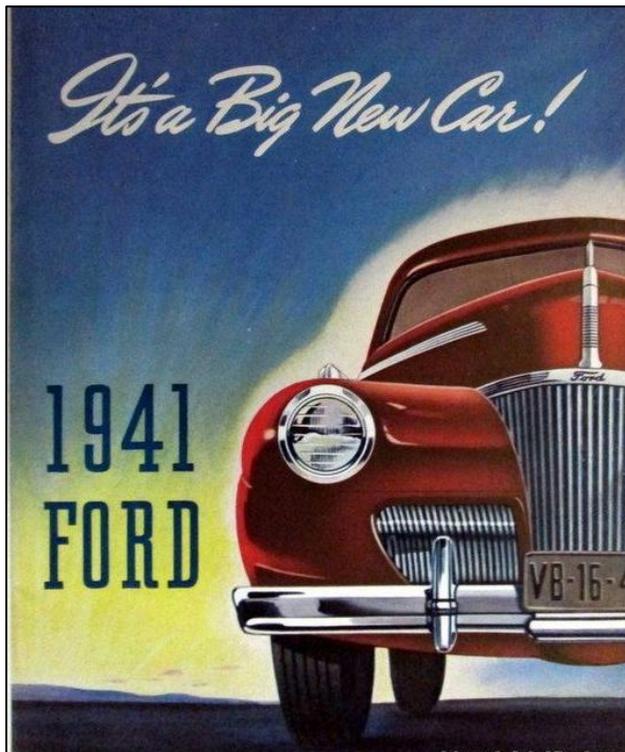
1. Are you in favor of the NVRG hosting the 2017 ENM? **31 Yes, 1 No**
2. Are you willing to serve as a chairperson? **6 Yes, 23 No, 3 Maybe**
3. Are you willing to serve as a committee member? **26 Yes, 6 No**

Joe continued on page 12

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

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smiled at the ads for 1938 Fords (1938 thru 1940 were the same cars except for front sheet metal changes) that depicted three adults, shoulder to shoulder, in the front seat happily motoring along yet not showing how the middle seat passenger was negotiating the tower shift transmission. Of course, when the column shift was introduced in 1940 it definitely helped the middle seat passenger, but it was still a narrower car.



It Really Was a Big New Car

	1940 vs 1941	
✚ Wheel base	112"	114"
✚ Spring base		125"
✚ Length	188.3"	194.3"
✚ Width	68"	73.12"
✚ Seat Width*	49"	56"
✚ HP		
➤ V-8	85	90
➤ V-8 60	60	–
➤ I-6	–	90
✚ Weight*		
➤ V-8	2,956 lbs	3,146 lbs
➤ V-8 60	2,686 lbs	–
➤ I-6	–	3,131

* Fordor

There were changes in the engine lineup for 1941 as well. The 60HP V8 was dropped, the previous years 85hp V8 now produced 90hp and there was the new in-line six cylinder engine (Ford's first 6 cylinder engine since 1906) also rated at 90hp.

There were more models of Fords to choose from in 1941 than previous years. Since 1932 there had been only the Standard or the Deluxe trim level. Now, the new car shopper had a choice of a Special, Deluxe or Super Deluxe Ford. Also introduced was the new Sedan Coupe offering a full width back seat. The Special 5 Window Coupe was the low priced car for just under \$700 while the Super Deluxe Station Wagon broke thru the dreaded \$1,000 ceiling.

1940	1941
Business Coupe – Model 67	
✚ Standard	✚ Deluxe
✚ Deluxe	✚ Super Deluxe
5 Window Coupe – Model 77	
–	✚ Special
✚ Standard	✚ Deluxe
✚ Deluxe	✚ Super Deluxe
Sedan Coupe – Model 72	
–	✚ Super Deluxe
Tudor – Model 70	
–	✚ Special
✚ Standard	✚ Deluxe
✚ Deluxe	✚ Super Deluxe
Fordor – Model 73	
–	✚ Special
✚ Standard	✚ Deluxe
✚ Deluxe	✚ Super Deluxe
Convertible Coupe – Model 76	
✚ Deluxe	✚ Super Deluxe
Station Wagon – Model 79	
✚ Standard	✚ Deluxe
✚ Deluxe	✚ Super Deluxe

Mechanical improvements were an important part of the big new cars too. They had bigger shocks, a longer spring base and the frame was 100% stiffer. A reduced pressure clutch and an electric convertible top were also included on the new cars. They had direct drive wipers, improved vacuum, and

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 an improved distributor advance curve that claimed a faster acceleration. But wait, that's not all! Other new features to be found were: a full horn ring, vent windows, wheel stripes, a hidden gas cap, two front door locks, a remote hood release, a lighted ignition lock and two tone paint.



However, initial sales were not all that spectacular for the new 1941 Ford. In fact, the Special still came with only one wiper, one visor, one tail light, 1940 style bumpers, painted windshield surround, single color steering wheel and a plainer interior. However, the company had learned from the poor public reception of the 1938 Standard and by mid year there were changes made. Stainless trim, spring colors and the introduction of the new six cylinder engine all helped sales. Speaking of sales, total domestic U.S. sales were 689,571 units up from 541,896, with the Deluxe Tudor recording the highest at 131,827. The Deluxe Station Wagon sales figures were the lowest at 3,344 units. Also of note is that on April 29th, 1941, Ford Motor Company had produced 29,000,000,000 (29 million) automobiles.



Edsel Ford is clearly visible in the front seat of the 29,000,000 Ford.



In 1941 Mercury utilized the same body shell as the Ford, rather than its own distinctive body, as had been the case in 1939 and 1940. It also had the more powerful 239cu in engine rated at 100hp and sat on a 118" wheelbase. There were six body types: Tudor, Town Sedan, Sedan Coupe, Convertible Club Coupe, Coupe and a Station Wagon (the last two were new body types for 1941). Total sales reached 57,552 units with the Town Sedan in the lead with 25,922 and the Station Wagon at the bottom with 1,010 units.



The new 1941 Mercury Coupe and...



the new Station Wagon which came with a choice of roof and seat colors instead of just black and tan like the Fords.

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In addition to the colors offered on Ford for 1941 and the same two-tone scheme, Mercury offered two selections of metallic paint for an up charge. A word about accessories. Both the Ford and Mercury cars had pretty much the same choice of accessories. There were spot lights, fender skirts, bumper wing tips and other items available from dealers.

ACCESSORIES for 1941

SEAT COVERS—Provide cool comfort. Tailored to a month fit. Art leather trimmed.

SIDE MIRROR—The base fits like a section of the car molding. Theft proof when car is locked.

BUMPER END GUARDS—Fit over ends of front and rear bumpers for additional fender protection.

GOVERNOR—Set at any speed limit the owner chooses. For Commercial and Trucks.

OIL FILTER—Cleans the oil continuously. This increases oil mileage and reduces engine wear.

GRAVEL DEFLECTOR—Fits between rear bumper and body. Keeps gravel, thrown up by wheels, from hitting the fender.

VISOR VANITY MIRROR—of high quality glass, conveniently attached to back of sun visor. Pivotal adjustment.

LICENSE PLATE FRAMES—trim the tapered edges and bring license plates into harmony with the car design.

RUSTLESS STEEL WHEEL COVERS—turn wheels into flashing discs. For extra "sparkle." Cover and Band installed.

AIR CLEANER (all both heavy duty) recommended for use under exceptionally dusty conditions.

SPOTLIGHT—its strong beam is a tremendous help in looking road signs, house numbers, etc.

REAR FENDER SHIELDS—"dresses" accessory, blending with the beautiful car lines.

BUMPER CENTER GUARD—protects the radiator grille from possible injury by another car.

AIR CLEANER (all both hot type) recommended for use under exceptionally dusty conditions.

ROAD LAMPS—throw a broad low amber beam improving visibility during rain, fog or snow.

RUSTLESS STEEL WHEEL BANDS—also add extra lustrance. Fit over regular wheel rim. Band and Cover shown.

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Ford offered a governor and Mercury didn't. Just remember that Ford also offered commercial vehicles so that could be the reason.

Quality Accessories for the Mercury 8

SEAT COVERS—Provide cool comfort. Tailored to a month fit. Art leather trimmed.

SIDE MIRROR—The base fits like a section of the car molding. Theft proof when car is locked.

BUMPER END GUARDS—Fit over ends of front and rear bumpers for additional fender protection.

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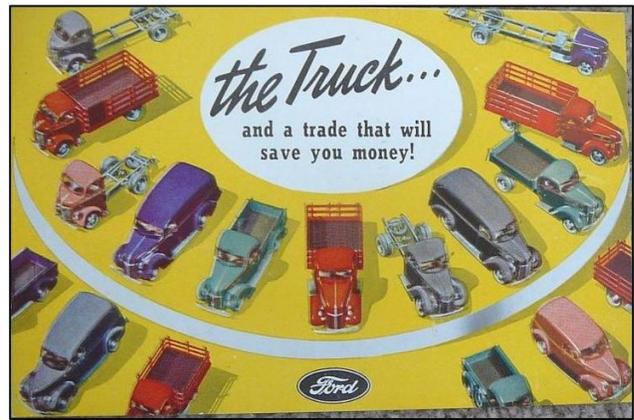
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You'll notice in many cases the same exact pictures were used in both brochures.



Next, Dave Gunnarson provided information about Ford trucks for 1941. The first point made was that Ford designed dedicated frames for the construction of their trucks while Ford commercial vehicles utilized car frames.

1941 FORD CHASSIS

There is a modified Ford and for 95% of all hauling needs. New line for 1941 provides a broad choice of 42 body and chassis types. 6 wheelbases. 3 V-8 engines and the new 30 hp 4-cylinder Ford Economy engine. The 4 Ford chassis shown here are representative and suggest for long, painless service and low-cost maintenance.

- UNIVERSAL JOINTS**—on all Ford Trucks. No need for extra bearings or universal joints and extra wear.
- WAGON AND ROLLER TIREMOUNTS**—Ford Trucks use a Commercial Line tire mounting and roll-type tire for extra strength and long life.
- FRONT AXLES**—in Regular and C.I.E. Trucks have extra large spindles, specially designed for extra strength and reliability in heavy work.
- CHASSIS ACCESSORIES**—equipped Ford Trucks always bring extra substance to the cost of inspection and repair.
- HYDRAULIC BRAKES**—big and power for the heaviest, toughest work.
- REAR SPRINGS**—new rear springs with increased load capacity on all Regular and C.I.E. Trucks. Also new machine springs.
- MINI-CENTRIFUGAL CLUTCHES**—on all Truck and Commercial Cars. This type check is positively critical for long service.
- FULL-FLOATING REAR AXLES**—on Trucks. (EXCEPT in commercial Cars.)
- TWO-SPEED AXLES**—in regular Cars, Trucks and Commercial Cars. This type check is positively critical for long service.
- TRUCKS**—in maximum size size.

95 HORSEPOWER ENGINE

Ford commercial vehicles were built on a 112" or 122" chassis while Ford trucks were offered on six different frames: 131", 158" and 194" traditional frames plus 101", 134" and 158" Cab-Over-Engine frames.

Because trucks and commercial vehicles were built to handle different tasks there were 54 truck and 88 commercial vehicle configurations available in 1941 and the customer would often 'build' the truck of his choice for the job to be done.

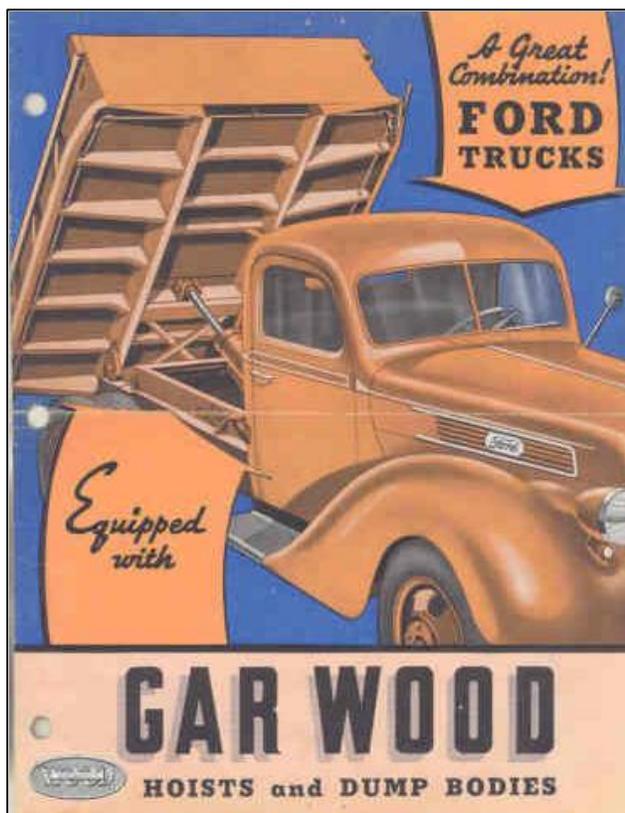


This 1941 Panel Delivery, previously owned and restored by Bill Selley, was built on a 1940 Ford 112" chassis.

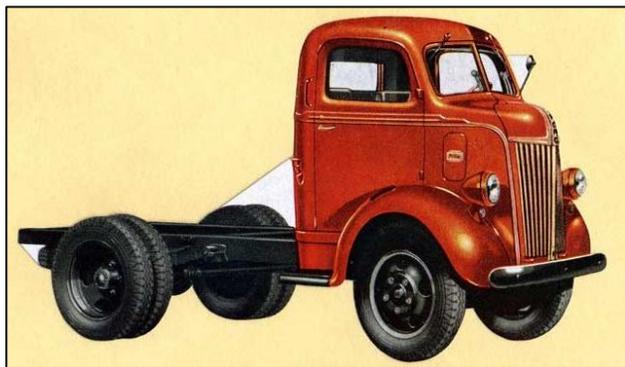
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A cab and frame could be bought from Ford and then a body builder such as Garwood could provide dump bodies, stake beds, boxes, school, fire or other specific bodies to the buyer.

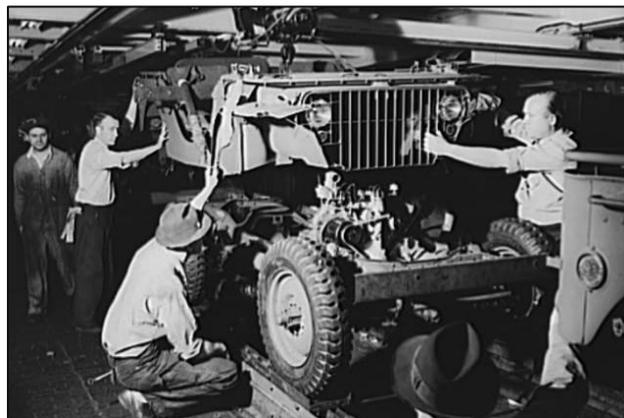


The same practice applied to the Cab over Engine (COE) vehicles from Ford. The commercial vehicles offered a variety of engines: 4 cylinder, 6 cylinder, 85hp V8 and a 95hp V8. Unlike the 1941 Ford and Mercury passenger cars, the 1941 Ford trucks and commercial vehicles didn't undergo many changes from the previous year. The 1941 Ford commercial vehicles and trucks did see some minor restyling, two new engines and a column shift available for the ¾ ton vehicle.

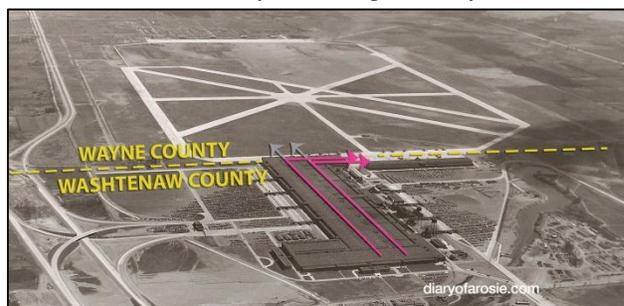


A 1941 COE on what appears to be a 101" chassis.

Ford's pre WWII preparation saw more than 50,000 military vehicles built for Canada that found their way into the Allied war effort. Also, beginning February 28, 1941, the first of 1,500 Ford Jeeps, service trucks and staff cars were built for WWII.



A Ford built Jeep on the Rouge assembly line.



Ground was broken on March 28, 1941 on Ford's famous Willow Run B-24 bomber assembly plant.

So what about Lincoln? Meeting time was running short but Don Pauley was able to squeeze in some information about what it's like to drive a 1941 Lincoln Continental. The first point he made was that there are no door handles either on the outside or the inside of the car. A push button arrangement is used for door opening.



He also described a unique starting procedure that requires pulling out an ignition switch prior to pressing the start button. The Lincoln has a very long hood covering the V12 engine and getting a feel

1941 continued on next page

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for the length of the care takes some practice. For a car that weighs in close to 4,000 lbs the ride is not as smooth as expected because Lincoln was still using the venerable transverse spring configuration that dates to the Model T days.

Don went on to talk about how in 1941 the heavy, V12 Lincolns won both 1st and 2nd place in the 'Gilmore Economy Run.' The 'Gilmore Economy Run' started from the Gilmore Stadium in Los Angeles and ran to Grand Canyon National Park. Elevations of up to 5,000 feet were a part of the run and AAA carefully monitored all participating cars. The Lincoln's winning record was due to the fact that the cars came with dual overdrives! That's right, two overdrives. In addition to a Columbia Overdrive a Borg-Warner unit was added to the car in 1941.



The winning Lincoln are seen on the right side of this picture.

The Borg-Warner unit was a 'free wheeling' unit and when decelerating the engine was not connected to the drive train. This became a cause for concern because the brakes back in the day were not as reliable as today's. The Borg-Warner Overdrive was dropped in 1946.

So, thanks to Ken, Dave and Don for taking us back to 1941 and sharing their knowledge about the Ford cars & trucks, Mercurys and Lincolns that were on the road.

MEET YOUR NVRG DIRECTORS

Art Zimmerli

Tour Committee Member

Native Washingtonian growing up in Kensington, Md. My father owned three auto repair garages in the District and lost them during the Depression. My

mother was able to find work as a secretary with the Veterans Administration and later at the Naval Hospital in Bethesda. She found employment at a time when we were one payment away from losing our house. We soon went from riding in a Auburn to riding in a Ford. My sister, brother and I were, because of our age, oblivious to the significance of all of this and simply enjoyed growing up in a rural setting that is now one mile from the beltway.

I had completed two years at Montgomery College when I learned that I qualified for an all-expense paid trip to Korea (only one way guaranteed) and served in the Army with the 95th Engineer Company. Upon leaving Korea, I was promoted to Sergeant First Class and completed the rest of my service with the 29th Engineer Battalion in Tokyo.

My first job, if you don't count pumping gas, was with the old Coast and Geodetic Survey that began a career in surveying and mapping.



Art and friend "working" at an Esso station.

After two years in the government, I joined Air Survey Corporation a private photogrammetric mapping firm based in Arlington. When our building was demolished to make way for I-66, we became the first business firm to locate in the new town of Reston and I became Vice President. One of the projects at that time was the design mapping for the now competed Metro system.

I met my wife Sarah by accident or at a time when it could have been an accident. Flying out of Pittsburg on a business trip on a Capital Airlines DC-3, we lost an engine in a storm and made an emergency landing at a small field near Youngstown, Ohio. We were bused to Akron where Sarah worked for a travel agency and made the necessary changes to my flight schedule. Ohio Edison was a client and that meant more trips to Akron and of course more visits to the travel agency. We have four children

Art continued on next page

1941 continued from previous page and six grandchildren.

My interest in cars started early when as a child I would hand tools to my father when he worked on cars at home for old customers in our garage during the Depression years. Early V8 cars owned back in the day were a '38 Ford coupe, a '41 Mercury station wagon, a '49 Ford Tudor and two '49 Mercury convertibles. They were all running when I sold them, and yes, I practically gave them away.



Does anyone, other than Leo Cummings, know what's different about Art's '49 Mercury Convertible?

Ten years ago I purchased a '36 phaeton and joined the Early Ford V8 Club. I became a Director working on tours. But enough about me.



Art and his 1936 Phaeton at the our 2007 Eastern Nation Meet.

EMAIL BAG

From **Trevor Poulsen** in Australia – a *V-8 Times* and *Valve Clatter* contributor. See his recent *V-8 Times* article about the 1941 C11-ADF woodie in Australia.

Quote: Hi Ken, Thanks for the latest Newsletter. On Page 18, you show a 1941 Ford Pickup with Fender Skirts. That added Chrome Trim is from the 1941 Buicks. Pep Boys may have offered it, but this is where it began. Google "1941 Buick" and look at the images. This info is only trivial and non-Ford related, but I thought that you may be interested?

While you are having severe cold weather, it is hot over here. As a matter of fact, we have had the air conditioning in our bedroom on, it is so hot. We

normally don't need it, but this last week, we did. *End quote.*



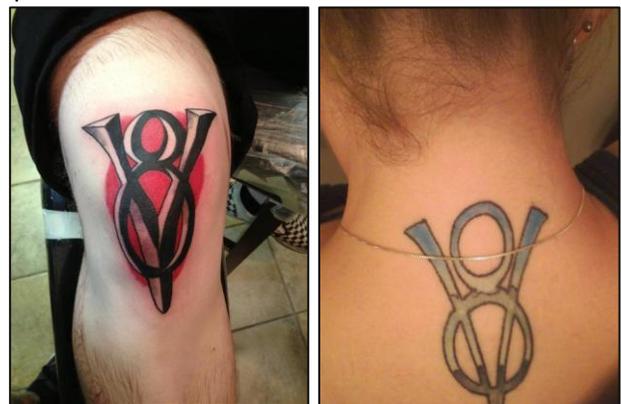
Trevor sent this picture of a 1941 Buick Series 90 Limited – parked appropriately enough in front of the Dearborn Inn.



Nick Arrington's picture from last month. They sure look like the same trim to me or else a pretty good repro part from Pep Boys.

From **Cliff "Snowbird" Green** down in Florida who looks like he has way too much time on his hands:

Quote: Might be good for a laugh! What every dedicated EFV8 man (and girl) should have! *End quote.*



Keith Randall sent us the following from the always quotable Henry Ford: "I fooled people with the Model A, and five years later I really made them sit up with the V-8. The experts said it couldn't be done. Cadillac had tried in 1925, but it hadn't been a success. But I knew the eight-cylinder engine block

Email continued on next page

Email continued from previous page would be better balanced, if we could just cast it in one piece."

John Sweet must have been feeling a little sorry for himself when he sent me a link to this December 13, 2015, article in **USA Today** – Oldest Army Jeep Finally Gets Some TLC – about Ford's prototype Jeep. John's *Quote*: Not necessarily Ford V8 but interesting none-the-less. Especially that The Henry Ford sold it off in 1982. (And my wife asks me why I keep all the stuff I have in the basement!). *End quote*.



The 1940 Ford Pilot Model GP-No.1 (Pygmy), featured a low silhouette a flat-hood and a slat-grille incorporating the headlights within the body for protection. GP-No.1 remains almost entirely unrestored. The following is an excerpt from the *USA Today* article. *Quote*: "The government didn't really know what it wanted," when jeep development began, Fiat Chrysler historian Brandt Rosenbuch said. The Army began work on specifications for a light four-wheel-drive reconnaissance vehicle in 1937 with American Bantam of Butler, Penn.

"Bantam deserves the vast majority of the credit for developing the basic concept and capabilities that became the Jeep," Gessler said.

Henry Ford was a staunch pacifist with little interest in the war brewing overseas, but he thought a little four-wheel-drive vehicle could be useful for agriculture, one of his passions. His more globally minded son Edsel used that opening to spearhead the GP-No.1 project, beginning a process that would see Ford become a vital supplier of wartime equipment.

"It's an icon of World War II and a symbol of wartime production by the auto industry," said Matt Anderson, transportation curator at the Henry Ford Museum in Dearborn. "It's also the grandfather of all SUVs. It's very rare to be able to trace a whole class of vehicles to a single one, but this is where it all began."

Willys built 362,894 wartime Jeeps ... and Ford built 285,660... American Bantam got the short end of the stick, building just 2,676 Jeeps. The Army

threw the little company a bone with a contract to build the trailers that hauled equipment behind Jeeps.

Henry Ford donated GP-No.1 to the museum that bears his name in Dearborn in 1948. It remained there, getting surprisingly little attention, until the museum sold it and some other "minor" items from its collection in 1982. *End USA Today quote*.

The Model GP-No.1 now resides in the U.S. Veterans Memorial Museum in Huntsville, AL.

Bill Potter send us this slightly racy WD-40 ad from 1964 when WD was first introduced. He says the WD-40 marketing department sure had a way with words!



Dave Gunnarson sent the following to **V8 Times** Email continued on next page

Email continued from previous page editor Jerry Windle. Maybe we'll see it in a future issue of the **V8 Times**. *Quote:* ... I read with much interest the article about the Griffith Observatory in the January/February 2016 issue of the **V8 Times** and want to share possibly forgotten linkage between the Observatory and Ford Motor Company.

I am restoring a 1935 1 ½ ton truck and collecting related original Ford literature. A few years ago, I spotted a 64-page 1935 Truck Comparison booklet and only the cover page was shown.



The cover page does not explicitly indicate it was produced by Ford, however, on closer inspection, I noticed the telescope on the cover was pointed to a star with what looked like a Ford V8 symbol. On a whim, I took a chance and purchased it. When it arrived, I could inspect it closely. It was produced by the Sales Equipment Company in late March 1935 and it clearly promotes the Ford truck over the other brands. I was very happy to have it in my collection and filed it away.



Last year, I had some extra time in Los Angeles and decided a fun adventure would be to get as close as I could to the iconic Hollywood sign overlooking the city. I couldn't figure out how to get very

close to it and ended up in the parking lot of the Griffith Observatory. When I took a look inside the main observatory, I saw a telescope which seemed very familiar. It took me a moment to figure out why – it was the same one as featured on the 1935 Truck Comparison booklet! I also noticed a brass plaque commemorating the April 1935 opening of the observatory. I assumed it was an interesting coincidence but really couldn't figure out why there was a connection. Only when I read the **V8 Times** article did all the pieces fit together. Ford must have created the Truck Comparison booklet in time to coincide with the opening of Griffith Observatory. Because the Observatory was big news in 1935, Ford could take advantage of the timing to promote the big truck line. I find it fun to connect history with the present day through the restoration process of my truck, collecting Ford truck literature, and my travel adventures. If anyone knows more about the link between the Griffin Observatory and this Ford Truck brochure, please feel free to contact me. *End quote.*

OUT & ABOUT

Clem & Sandy's Old Car & Train Day #43

By Editor

I missed Old Car & Train Day #42 last year because Helen and I were in Southern California enjoying warm sunshine and three wonderful days at Disneyland with our grandchildren. As you might recall it was snow, sleet and freezing rain last year on the night before and that eliminated the "old car" portion of "old car & train day." Helen and I were happy to miss the bad weather last year and were looking forward to attending this year to see what new treasures had followed Clem home in the previous two years. Through bad planning on my part I wasn't going to be able to take the Woodie but we still looked forward to going. Well, it started to rain on Sunday morning so I wouldn't have taken the Woodie anyway. As a result of the rain, Clem kept Ol' Smokey (his 1929 Model A Cabriolet) and the Gray Lady (his 1929 Packard Phaeton) in the garage but still created plenty of room for numerous floor train sets for the kids to play with. When we arrived shortly after noon there was one forlorn 1931 Model A four door sedan sitting by itself along side the driveway and Clem's '39 peeeekup also enjoying a gentle wash down. No companions for these two ever showed up. We entered the garage and noticed

Clem continued on next page

Clem continued from previous page

a group of guys huddled around something on the floor in front of Smokey and wondered what it was. As we entered the garage we ran across Paul Malandrino who had chosen to leave his '32 Hiboy at home. That ought to tell you something about the weather if you've ever seen Paul bundled up in his fleece lined (real fleece from a lamb) bomber jacket driving the roadster or his TR in the dead of winter. We headed inside to set up our food on the dining room table and quickly forgot about what was going on in the corner of the garage.

The table literally groaned under all the delicious delicacies – the spiral cut glazed ham, the deviled eggs, the veggie platter, the meatballs, the queso dip and much more. We had the opportunity to talk for awhile with Don Pauly (Marge was at their church helping count the offering). Just in case you were hungry after grazing at the table the kitchen table was loaded with all manner of desert including Sandy's killer chocolate fondue.

We eventually managed to disengage from the food table and wander upstairs in time to hear Clem tells about his trains. I was selected as a fact checker because Clem had declared the Train Room as a Lie-Free-Zone. I must admit that Clem was exceedingly honest but, then again, you've got to realize I know literally nothing about antique trains.



Clem answers a question with Jim and Judy Crawford in the background.

Throughout Clem's spiel I kept hearing excited references to the "double helix" or the "Delker set-up" that it was set up and running down in the garage. Maybe that was what folks were looking at in the corner in front of Ol' Smokey. From what all the train folks were saying it was something special – kind of like a "Rouge" barn find '32 V-8 roadster or something. After chatting with Joe and Sara Freund,

Wayne Chadderton and James and Sharon Kolody, Helen and I wandered down to the back corner of the garage to see "The Delker."



It's easy to see why folks were calling this the double helix.

The George Delker Company of Henderson, KY, was founded in 1863 and built high-end buggies and carriages for well-to-do folks but, unlike Fisher and other well known carriage makers, Delker never was able to make the transition from carriages to automobile bodies.



As you can imagine by the 1920s there was declining demand for buggies and carriages, although the National Carriage Builders Association, at its annual meeting in 1921, predicted "a big revival in the carriage industry during the next several years" due to a bad economy and a lowering standard of living. Ironically, also in 1921, the Automobile Body Builders Association held its first annual convention in New York City. This association comprised not only manufacturers supplying bodies in quantity to car builders but also companies engaged in supplying construction supplies, trimming and finishing. As an aside, there is at least one former building previously used in the carriage trade that is now involved in the automobile restoration business. LeBaron-Bonney, in Amesbury, MA, is situated in a building that originally housed a carriage builder. In our own realm of all things early Ford we all are aware of the tremendous changes brought about by Henry Ford and his ability to cheaply mass produce automobiles so we have a pretty good picture of what the buggy builders faced. By 1927 the NCBA was out of business and Delker had stopped manu-

Clem continued on next page



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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

DAVID M. BLUM
February 20, 2016
INDEPENDENT AUDITOR'S REPORT

The Board of Directors
Northern Virginia Regional Group
Early Ford V8 Club of America

I have audited the statement of operations for the period of January 1, 2015 to December 31, 2015 of the Northern Virginia Regional Group, Early Ford V8 Club of America.

I conducted the audit in accordance with generally accepted auditing standards. Those standards require that I perform the audit to obtain reasonable assurance about whether that Statement of Operations is free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the Statement of Operations. An audit also includes assessing the accounting principles used and significant estimates made by Management, as well as evaluating the overall financial presentation. I believe that this audit provides a reasonable basis for my opinion.

In my opinion, the Statement of Operations referred to above presents fairly, in all material respects, the operation of the Northern Virginia Regional Group, Early Ford V8 Club of America as of December 31, 2015.

/s/ David M. Blum



Northern Virginia Regional Group Car Show

Co-Sponsored by the City of Fairfax

May 21, 2016

10am - 3pm

City Hall on Armstrong Street
Historic Old Town Fairfax, Virginia

Open to All Pre-1990 Vehicles



2015 Best of Show - Hal Hermann's 1933 Packard

Northern Virginia Regional Group Automart



Vehicles For Sale



1940 Ford Deluxe Convertible – A Correct Car: 3 Dearborn & 4 Dearborn Emeritus Awards (Yrs. 2009 – 2015); Folkstone Gray, black top, radio, heater, fog lights, Ford script W/Ws; Many extra parts; \$68.5 K. **Maurie Roesch**, Charlottesville, VA; 434-202 -8045 or maurie.roesch@gmail.com. (3/16)



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 or jjsfords@comcast.net



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 refin-
ished. \$7,500.00 Nego. Extra parts and trim avail-
able. **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 - approximat-
ely 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)



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**,

Automart continued on next page

Automart continued from previous page
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 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)



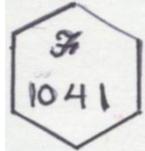
Used tires: 650/70/15 or 700/70/15 (2 or 4) for my 1947 Chrysler. **Andy Koerner** akoerner2@cox.net (09/15)



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)

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NVRG Calendar



<u>March 2016</u>	
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: Life in the 1930's and 1940's; a First Hand Account – Don Pauly – Refreshments: Gay Harrington
9	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 .
19	NVRG Garage Tour to CarMike's Restorations; 934 Barker Lane, Suite B; Winchester; followed by lunch and then a stop at Theton Ogle's shop on the way home to see the progress on Hank Dubois' '35 Cabriolet. Caravan departs Fair Oaks at 8:00 am. Sign up at the March meeting or contact Hank Dubois handcdubois@verizon.net or (703) 476-6919 to let him know you'll meet us at CarMike's.
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 . Meet at Fair Oaks on Saturday, March 26 @ 7:00 a.m. to car pool up to Westminster – Don't miss this annual Rite of Spring.
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>	
8	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 .
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: My First Car – Various. Refreshments: Keith Randall
TBD	NVRG 15th Annual Poker Run – time to get those V-8s back on the road for another grat tour through the Northern Virginia countryside.
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
<u>May 2016</u>	
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: A Trifecta of Ford Knowledge – Various. Refreshments: Chris Findley
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 .
21	NVRG/City of Fairfax Car Show – open to all vehicles 25 years and older. To volunteer or help contact Dave Westrate dlwbaw@aol.com or (703) 620-9597. See page 14 for more info.
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.
	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



- ✚ **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

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