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# Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96  
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April 2016

Ken Burns - Editor

## 2016's FIRST ROAD TRIP & GARAGE TOUR

By Keith Randall – images by Dominique Pickett



The group gathers for the obligatory group shot at Thetan Ogle's Tinsnips Metal Fabrication: Bill Potter, Jack Machey, Keith Randall, Bill Selley, Jim Cross, Cliff Green (back row), Don Pauly, Hank Dubois, Joe Freund, Thetan Ogle, Steve and Wendy Pieper, Wil Pieper, Leo Cummings, Art Zimmerli.

The club's Touring Team had planned the season's first outing in the hopes that we could dust off the V-8's and travel some scenic roads on the way to visit a restoration shop and metal fabrication shop, both in Winchester, VA. However, Meteoroi (the weather goddess) had other plans for the weather. Now, you would think, since we have had several sunny days in the 70's and it was the day before official start of Spring that all was well. However, on the day of our planned outing, Saturday, March 19<sup>th</sup>, the temperature dipped into the 30's and there was rain and snow that started around 9am and lasted throughout the day. So much for uncovering the venerable V-8's for the tour. But, there was great interest in the planned shop visits and we had 20 folks that showed up. In fact, Frankie Martin deserves a 'high salute' for braving the elements because he was the only one to drive his V-8. Not only did he drive his beautiful '51 Tudor but he also picked up Tom Shaw on the way. It was great to see both Tom and Frankie on the tour.

Our first stop was at 'CarMikes Restoration, LLC'. Owner Michael Witt showed us around the shop and related the history about two of his personal vehicles on display. He also described the work he was doing on several of his customer's cars that included a: '49 Ford Convertible; '55 Chevy Convertible; '57 Oldsmobile and

Tour continued on page 3

## *Up Front with the President*



*April 2016*

The month of March was very active indeed for our club on many exciting fronts. The highlights include:

- In-depth planning for the 2017 Eastern National Meet led by **Bill Simons** and **John Sweet** is well underway. The contract with the Westfields Marriott Washington Dulles has been signed and key chair-person positions have been identified and filled;
- The 2016 club tour season led by **Hank Dubois** and **Art Zimmerli** officially began on March 19<sup>th</sup> with a tour of two antique car restoration shops in Winchester, VA owned/operated by two highly skilled craftsmen and entrepreneurs - [CarMike's Restoration](#), LLC – Michael Witt; and Tin Snips Metal Fabrication, LLC – Thetan Ogle, also a member of our Ford V-8 car club, [info@tinsnips.biz](mailto:info@tinsnips.biz). Both Michael and Thetan were extremely gracious to invite us to their respective shops and answer our many questions;
- The Valve Clatter was awarded first place by The Early Ford V-8 Club of America for 2015 as part of the annual newsletter competition – **Ken Burns**, our Editor extraordinaire, deserves 100% of the credit for his tireless and stellar results;
- 2016 Membership Directory, the first update since 2012, is virtually complete under the very capable guidance and comprehensive efforts of **Gay Harrington**;
- The Fairfax Antique Car Show led by **Dave Westrate** conducted a meeting with representatives from the City of Fairfax and our club to explore new ways to increase the number of antique cars participating in the annual show and public attendance. 2017 will mark the 20<sup>th</sup> anniversary of the show, all under the leadership of Dave.

Our March meeting consisted of a highly detailed presentation with excellent photos by **Don Pauly** on what life was like growing up in the 1930s and 1940s. Everyday tasks on the home front such as loading coal for the furnace and ice for the refrigerator were demanding and continuous. We take a huge amount for granted in 2016 when we endure the occasional power failure or dropped cell call. I want to thank Don for his very interesting and entertaining presentation. And thanks to **Gay Harrington** for providing the great homemade chocolate cake (which caused my sugar level to spike - but what a cake!) and refreshments for the membership meeting.

The April 12 membership program will feature the **general membership**. All members are encouraged to attend and share your proud memories of your first car. So please, dig back into your memory banks and recall that important time.

Most importantly, during our April 12 membership meeting we will be thanking **Don Lombard** for his 30 years of dedicated club leadership in his multi-faceted roles as past club president, organizer of the Poker Runs and Fall Tours, and head of registration for the annual Fairfax Antique Car Show. Don and his wife, Tina, will be relocating to Plymouth, MA to be closer to family and are in the process of building a new home. We extend our sincere appreciation and wish them the very best in their new adventures!

I look forward to seeing all of you on April 12.

*Joe*

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

*Valve Clatter*

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*April 2016*



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a '67 Mustang Convertible. Mike worked at White Post Restorations for about 10 years before deciding to open his own shop where he does everything from mechanical work to complete restorations.



Too bad Bill Simons missed seeing this sweet '49 Convertible.



The '57 Olds Fiesta Hardtop is a mammoth vehicle when compared with the '49 Ford Convertible.

Mike's personal cars on display included two very interesting vehicles. He owns a 1,600hp fuel dragster with a 427 engine that, with modifications, is now a 441. He told us that it consumes 6 gallons of fuel in 1/8 of a mile!

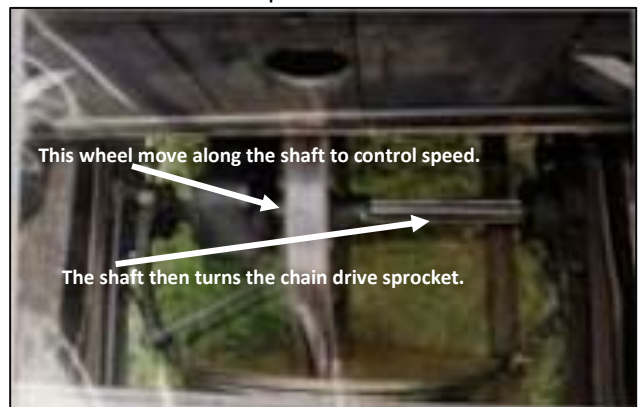


Let's see - 6 gallons of fuel in an 1/8 of a mile - not too bad: that works out to be 48 miles/per gallon. No wait I mean 48 gallon per mile!

Mike's interest in cars also includes a 1913 CarterCar, Model 7 Touring. This is an original car with less than 10,000 miles.



Named after its creator, Byron J. Carter, the CarterCar made its debut in Jackson, Michigan, in 1905. Production later shifted to Detroit and finally Pontiac, Michigan. At this time in automotive history most cars used geared transmissions and Mr. Carter described them as an "everlasting thorn in the side of the man who has been unfortunate enough to select a gear car." The CarterCar used a friction drive transmission and chain-in-oil drive train. The friction drive was simple in construction and allowed the engine to run at a constant speed. Drivers adjusted the speed of the car using a lever working in tandem with the drive wheel. Moving the lever toward the outer edge of the wheel increased the speed of the car and moving it toward the center slowed it down. If you have ever gotten into the inner workings of one of today's snow blowers you can better understand just how this 'wheel on wheel' transmission operated.



The CarterCar earned widespread praise for its ease of use and efficiency. There were many publicity stunts back in the day that promoted the cars ability to climb steep hills and its capability of carrying heavy loads. One such stunt featured a CarterCar with 18 men and boys piled in and driving up a 25% grade. Another time a CarterCar drew considerable attention by towing a massive steam

Tour continued on next page

Tour continued from previous page traction engine.

So what became of the CarterCar? Well, Billy Durant bought the company when he was buying up promising car companies in an effort to create General Motors. However, in 1915 production ceased and GM repurposed the CarterCar factory to manufacture the engine used in GM's Oakland car.

Byron J. Carter also met an untimely death. He died of pneumonia as a result of attempting to crank start a car. The crank kicked back and hit him in the jaw (Cliff Green take note!) While recovering, he developed pneumonia. But, some good did come from his death. Carter was a personal friend of Cadillac founder Henry Leland and his unfortunate death prompted Leland to urge Charles Kettering to develop the electric starter. In fact, the automobile electric starter was first used in the 1912 Cadillac and the CarterCar as standard equipment.



Cliff figured if he could crank-start his '40 Woodie he ought to be able to crank the CarterCar.

Next up was a visit to 'Tin Snips Metal Fabrication, LLC' where we met owner Thetan Ogle. Thetan is a highly skilled craftsman and is a graduate of McPherson College (Jay Leno is a college sponsor) with a degree in auto restoration. He also worked at White Post Restorations for many years before opening his own shop. Thetan does part remanufacturing, sheet metal fabrication, rust repair and both frame up and partial restorations. He has done work for many of our club members and other vehicles. He has worked on have been shown at Pebble Beach and Amelia Island. His metal fabrication skills have even included work on the fuselage of a 1917 Jenny aircraft being built by Ken Hyde of the 'Wright Experience.'

Thetan introduced us to many of the specialized machines in his shop and demonstrated the use of a: Pull Max; English Wheel; Milling Machine; Lathe and Metal Brake. He is anxiously awaiting the arrival of a

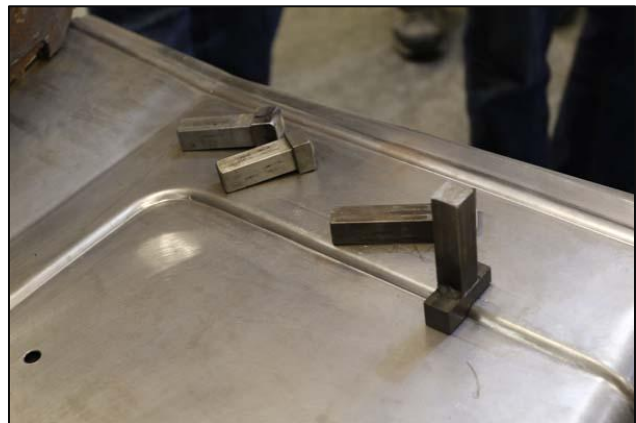
Yoder Power Hammer that will be a most useful addition to his shop.



Thetan demonstrates the Pullmax machine.



An assortment of dies for the Pullmax...



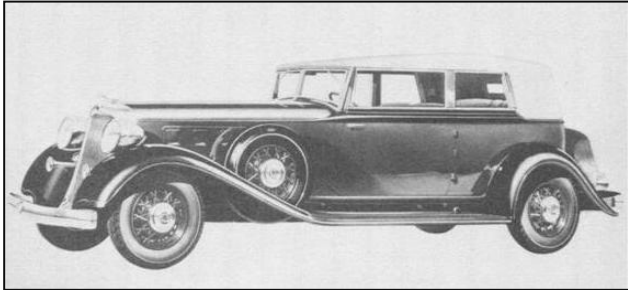
and what you can do with it.

There are currently two vehicles in the Tin Snips shop being worked on. A 1933 Chrysler Roadster was in a fire and all the wood and sheet metal in the car is being fabricated. The other car is a 1935 Ford Cabriolet that is owned by club member Hank DuBois. Hank related the history of the car and all the work that has been done on it thus far. He plans to have it ready to show at the 2017 V-8 Eastern National Meet. So, very soon another fine old Ford will see life once more on the road.

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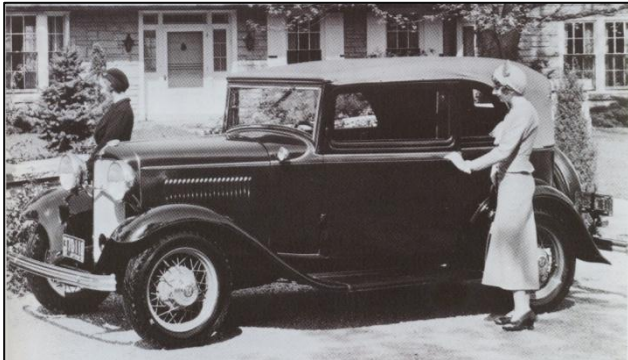
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The 1933 Chrysler Six Two Door Convertible Sedan cost \$1,085. Only 257 were built.



Some of the new inner wood structure is visible in this shot along with a newly fabricated rear inner fender well sitting on the floor. Check out the dual cowl vents and split windshield.



For comparison, Ford dropped their B-400 Two Door Convertible Sedan after the 1932 model year. Ford built 883 B-400s in the US (842 Model 18 V-8s and 41 Model B four cylinders). The V-8 version sold for \$645 only \$5 more than a Deluxe V-8 powered Fordor Sedan.



Hank Dubois '35 Cabriolet gets the once over from Cliff Green, Jim Cross and Jack Machey.

In between shop visits the group assembled for lunch at the Apple Blossom Diner for a great meal with excellent service. Our group included: Art Zimmerli; David Blum; Hank Dubois; Bill Selley; Frankie Martin; Keith Randall; Leo Cummings & son Jeff; Bill Potter; Jim & Edna (Agnes) Cross; Cliff Green; Jack Machey; Joe & Sara Freund; Jim McDaniel; Steve, Wendy & Wil Piper; Tom Shaw and special guest Dominique Pickett our 'official photographer' for the day!

A big Thank You goes out to Tour Team Lead Hank Dubois for arranging a great, informative tour that all enjoyed.

## THAT'S THE WAY IT WAS

### Life in the 1930s and 1940s

By Ken Burns

At our March monthly meeting Don Pauly recounted growing up in the 1930 and 1940s. Don was born in 1930 and has vivid memories of what life was like when our beloved early V-8s were new and then became slightly used (today called pre-owned) cars. I was born in 1943 while my father was serving as a Coast Guard officer in the North Atlantic. I cherish the pictures of us together when he was home on leave but my memories of the era don't really start until after the war was over and my father had returned to civilian life. Don's memories begin about a dozen years before mine. He told us that his earliest recollections dated to about 1934 when he would look out the front window of the family home in Buffalo, NY, and call out the make of every car as it came down the street. He has no idea of how he came to recognize the plethora of makes then on the road but it certainly shows his interest in cars goes back at least 80 years.

He also recalled the vendors who came down his street – some using commercial vehicles but many still using a horse and wagon. One he remembers specifically was the Rag Man. He guided his horse and wagon down the street loudly singing out "Rags, Rags" and stopping whenever a house wife would come out with rags which he weighed on a small scale and then paid her a few pennies for the rags. I guess this was an early form of recycling. During that era lots of commerce was conducted via home delivery to houses and apartments. Not all families had cars and there weren't any "super markets." Grocery stores carried dry goods and canned items. Fresh items (dairy products and vegetables, etc.) and

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 baked goods were sold in separate establishments and many of them could delivered to your door.

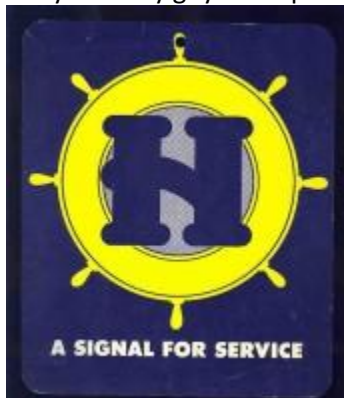


A 1931 Twin Coach delivery truck outfitted as a bakery delivery truck.



The shelf in front allowed the driver to keep his delivery tray close at hand for his frequent stops.

Each home delivery service operated slightly differently – you usually had a standing order with the milk man and you probably had an insulated box on the stoop for him to leave the milk in but you might have had a placard to place in the front window telling the bakery delivery guy to stop.



A placard signaling the Helms Bakery delivery man to stop.

For the ice man (remember that electrification was still a growth industry at that time) you had a placard telling him how many blocks of ice to deliver – and you had to have someone home to let the ice man in so he could put the ice in the ice box or else you ended up with a big puddle of water if it was left on the stoop.

Another item delivered to your house was coal. Oil heat was beginning to make inroads but even then it had to be delivered to your house by someone unlike natural gas and electric heat today. Each product delivered had specialized delivery vehicles purpose built for the trade.



A 1941 Ford milk truck.

Don next shifted focus from the domestic front to world affairs. He reminded us that although the decades following WWI were generally peaceful, by the mid-1930s there were troubling signs on the international scene. After WWI the US military quickly returned to pre-war size as the US attempted to disengage from world affairs. For the most part our armed forces were quite small compared to other major powers and used antiquated equipment. The Navy was down to about 300 ships, many built prior to WWI. The bright spot for the Navy was its interest in aviation. In the 1920s the Navy was experimenting with aircraft carriers – both sea borne and air borne. The air borne aircraft carrier was a novel concept: large Navy dirigibles were outfitted with specially configured aircraft and a hangar bay. The concept was to use the airships (and their fighter aircraft) as the “eyes of the fleet” scouting out the enemy at great distances.



The USS Macon (ZRS-5) carried 5 Curtiss F9C Sparrowhawk fighters. The lone surviving Sparrowhawk is on display at the National Air and Space Museum’s Udvar-Hazy Center.

In the teens and 20s the Navy built 6 helium filled dirigibles. Great strides in dirigible design and safety had been made since the hydrogen dirigibles of WWI but the Navy’s behemoths (785 feet long) were still too dangerous. Five out of six US Navy

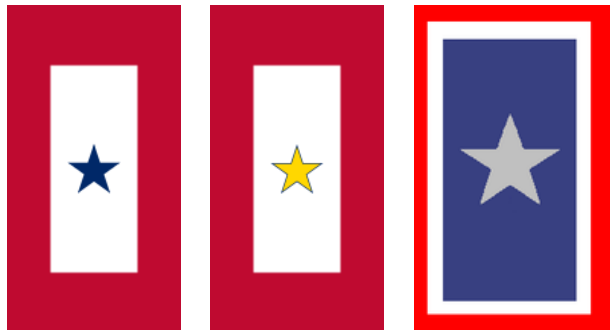
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dirigibles crashed due to structural failure during bad weather and in 1939 the Navy scrapped the last remaining airship.

Don said that although his father lost his job as an accountant during the Depression he was able to find part time work and eventually permanent employment. There was no unemployment compensation then but relatives pitched in and help one another until conditions improved. Don said that he was living a happy and normal life as an 11 year old until the December 7, 1941, attack on Pearl Harbor. The Selective Service Act had been passed in 1917 and had remained in affect ever since. As world conditions deteriorated the Selective Service expanded eligibility age range from 21 – 36 years old to 18 – 45 years old and obligated service from 12 to 18 months. Don's uncle was drafted in March 1941, was promoted to Sergeant and eventually became a commissioned officer. He led his men during the D-Day invasion at Normandy and fought with them all the way to Berlin and VE Day. Don shared with us a Top Secret D-Day map his uncle gave him shortly before his death. The map detailed the objectives the uncle's men were to reach each day after coming ashore for approximately the first week. Don also mentioned the service banners or flags that families flew in their windows to indicate family members who were serving, had died or been wounded in service to their country during the war. A blue star denoted a family member was serving, a gold star indicated a family member had been killed in the line of duty. By war's end there were also silver star flags to indicate that a family member had been discharged from the service due to wounds. Multiple stars were sometime flown on the same banner.



Don's father who observed as an Air Raid Warden for their neighborhood in Buffalo, was issued a white helmet, arm band and small hand pump fire extinguisher. When the air raid sirens sounded he patrolled the neighborhood to ensure all blackout shades were drawn and no light escaped which might be used by enemy bombers for navigation.

Don was happy to report that no enemy bombers ever reached Buffalo.

Don continued on to explain how many of the things that we take for granted today were impacted by the war effort. Rationing was imposed on anything that contributed to the war effort: wage and rent control, food, clothing items, and automobiles and associated products. Every good V-8er knows that Ford stopped production of domestic cars on February 10, 1942. What we tend to forget is that FDR asked the states to impose a 35 mph speed limit to conserve tires, gasoline and oil. You were allowed to own only one spare tire for your car – owning a second one was a crime. By May 1942 gasoline was rationed to 3 gallons per week for "A" sticker holders, i.e. most people. And if you thought you might save gas by walking to work you had to consider that even shoes were rationed!



Scrap metal drives were held to feed the furnaces of nation's steel plants, including two in Buffalo.



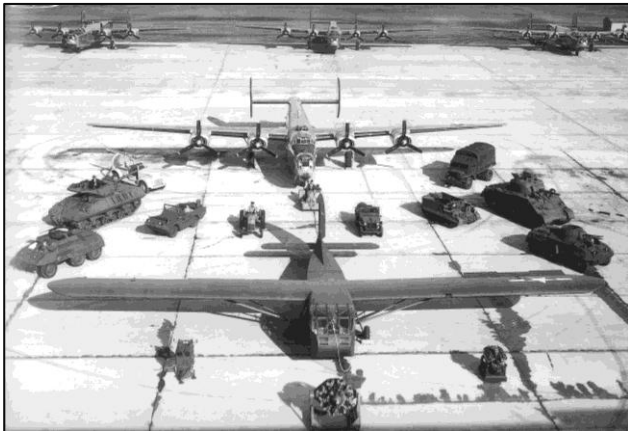
Rita Hayworth reminded folks that every little bit helped.

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Don said the Rita Hayworth scrap metal drive ad above is his favorite since Rita was sitting on the trunk of a 1941 Lincoln Continental Coupe. BTW, that car still exists and sold at auction a couple of years ago.

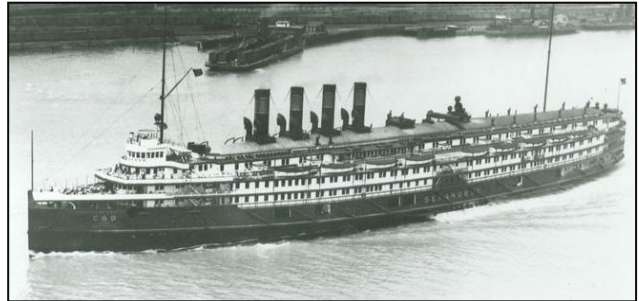
The auto industry was heavily impacted by WWII. As mentioned, Ford stopped building automobiles on February 10, 1942. However, even before the attack on Pearl Harbor, Ford had already begun shifting resources to defense production. The famed [Willow Run bomber plant](#) was dedicated on June 16, 1941 and by war's end had churned out 6,972 completed B-24s and 1,893 knocked down kits for assembly by either Consolidated in Fort Worth or Douglas in Tulsa. Ford also produced 93,389 Jeeps, aircraft and tank engines and 4,290 CG-4A combat gliders (more, and at a lower unit cost, than any other producer), tank destroyers, and numerous other items.



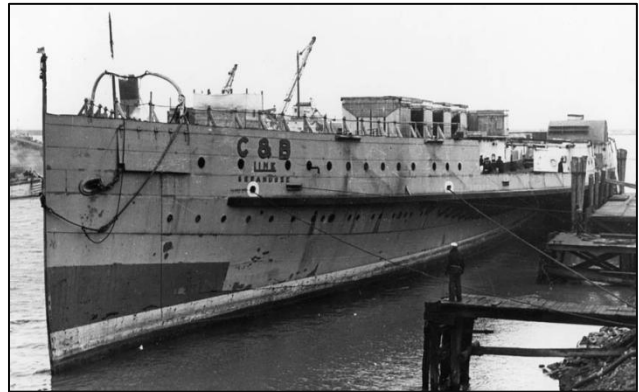
A "family picture" of Ford built WWII military equipment.

Although there was a Ford Assembly Plant on the Buffalo waterfront Don was unsure about its part in war production. However, Don did present some very interesting information about the two US Navy aircraft carriers built at a shipyard in Buffalo that operated in Lake Michigan during WWII. What??? The nearest Germany or Japanese warships, submarines or aircraft had to have been thousands of miles away and posed no threat to the US or Canada or to shipping on the Great Lakes. That's exactly right. Think about it for a moment; what a perfect place to train Navy pilots to land aboard an aircraft carrier since there was no threat of being attacked by the enemy. The carriers wouldn't need to be armed or be protected by escort vessels and could devote all of their time and attention to training Navy pilots. As the likelihood of the US being pulled into war in Europe or the Pacific

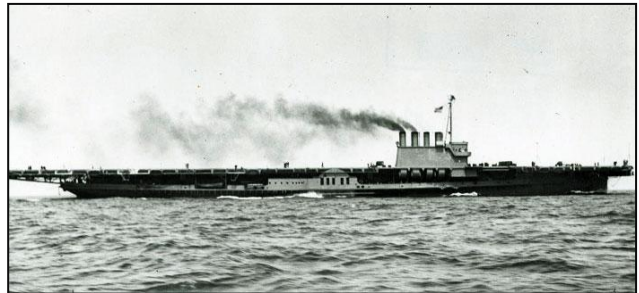
increased the Navy recognized the need for more pilots. Early in 1941 a Navy Commander floated the crazy idea of converting large Great Lakes passenger ferries into air carriers devoted exclusively to training pilots and flight deck crews but no one in the Navy hierarchy listened. All that changed with the Japanese attack on Pearl Harbor. In March 1942 the Navy requisitioned the *SS Seandbee* (C&B), one of the largest Great Lakes passenger ferries and began the conversion process.



The Cleveland and Buffalo Transit Company's passenger ferry *SS Seandbee* was launched in 1912 as a coal burning paddlewheeler. At the time it was billed as the "largest and most costly passenger steamer on inland waterways of the world."



Conversion of the *Seandbee* required that everything above the main deck be removed before construction of the flight deck could begin.



After conversion the Navy commissioned its newest aircraft carrier the *USS Wolverine (IX-64)* seen here with coal smoke pouring from two of its four boilers.

Conversion of the *Seandbee* into the *Wolverine*, so named because it would operate on Lake Michigan (the Wolverine State – right Dave Westrate?), was completed in August 1942 and she began conducting carrier qualifications in September 1942. By March 1943 a second converted ferry (the *SS*

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*Greater Buffalo* commissioned as the *USS Sable* [IX-81]) joined the *Wolverine* on Lake Michigan. By the end of WWII these two cobbled together carriers had compiled approximately 116,000 carrier landings and had qualified 17,820 Navy and Marine Corps pilots. The most notable pilot to carrier qualify on either ship was future president George H. W. Bush who carrier qualified aboard the *USS Sable* on August 24, 1943.



George H. W. Bush is in the second row, second from the right in this 1943 photograph bearing his signature. He earned the Distinguished Flying Cross and three Air Medals for bravery during WWII.

One last thing about the *Wolverine* and *Sable*. In the late 30s and early 40s flying was dangerous, carrier flying was more dangerous and initial carrier qualifications were probably second only to combat flying in terms of danger. Over 100 Navy aircraft crashed into Lake Michigan during carrier training flights. In recent years efforts have been made to [recover these aircraft](#). Oddly enough, after 70+ years submerged in the cold fresh waters of Lake Michigan the recovered aircraft are in remarkably good condition – sort of like a true “barn find” or in this case a “hangar find.” Over 35 of these national treasures have been recovered and restored for display in museums across the country, including a Douglas SBD diver bomber recently installed in the National Museum for the Marine Corp in Quantico. SBD dive bombers gained fame as the aircraft that devastated the Japanese fleet at the Battle of Midway in June 1942 and turned the tide in the Pacific theater.

With more than 10% of the US population on active duty, Don next turned his attention to the contributions of women and the war effort; specifically Rosie the Riveter and the pin-up girls. One may seem more trivial than the other but both contribut-

ed in their own special way. You all probably know that Rosie wasn't just a riveter; she was also a machinist, a mechanic, a bus driver, a long haul trucker and much, much more. She ably filled so many occupations that traditionally were dominated by men that it forever changed the work place.



The iconic Rosie the Riveter poster from WWII and...



real Rosies at the Willow Run bomber plant riveting the center wing section of a B-24 as Henry Ford looks on.

Any talk about WWII and women wouldn't be complete without discussing the pin-up girls according to Don. Hollywood stars posed for photos which were taken as moral boosters for the troops. Three favorites were Betty Grable, Rita Hayworth and Jane Russell. This also led to many images of these

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Don continued from previous page women being incorporated into “nose art” painted on many military aircraft.



A GI dreams of home on the wing of a P-51 Mustang during WWII.

Finally Don reminded us that 1941 model year cars (and a few 1942 models) were really the last “new” cars to be built until Ford became the first to resume production on July 3, 1945



Don’s beautiful 1941 Lincoln Continental Coupe.

## WELCOME TO THE NVRG

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1935 Ford Station Wagon



Factory photo

## EMAIL BAG

First off a “Mia Culpa.” I didn’t use due diligence last month when I ran the WD-40 picture. I’m usually pretty diligent in check the veracity of things passed alone in emails but this one slipped by me. Just gotta keep telling myself to go to Snopes if something looks too good or too funny to be true. Thanks to John Machey for bringing this to my attention. *Ken*



Cliff “Snowbird” Green sent us greetings from Florida before returning home a couple of weeks ago. He also sent us this interesting report of what he learned about power windows in Fords, Mercurys and Lincolns while at the Amelia Island Show.

### The Ups and Downs of Power Windows

By Cliff Green

Let us exam the development of power windows in Ford products.

Packard was the first to introduce Hydro-electric powered windows in the 1940 series 180. The first all-electric system was introduced by Chrysler in the 1951 Imperial.

The 1941 Lincoln introduced “Duro-Power” windows for the Custom. The hydraulic pump was located under the front seat which also powered the divider window, along with the front seat adjustment! A vacuum window lift system was standard for the Continental in 1942. The one and only year for vacuum – wonder why?

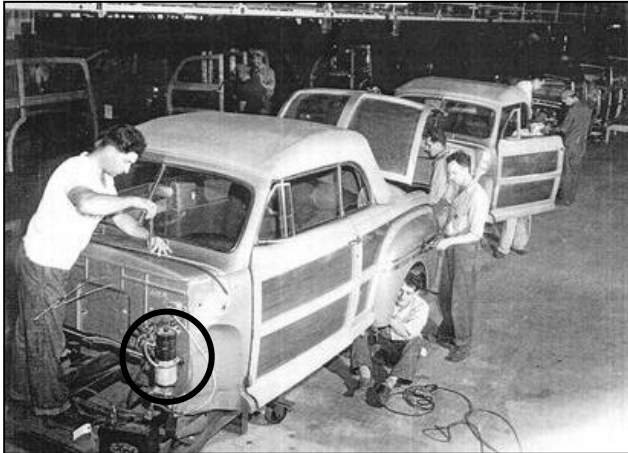
At Amelia Island RM Auction last month I learned of power window operations by the restorer of a 1947 Sportsman. The car had been converted at some time to roll up windows and every part of the original system had to be scrounged or fabricated. The door actuator controls and knobs had to be made from scratch!

The Sportsman was the first Ford to have power windows as standard equipment. The internal rotor

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 type hydraulic pump that lowers the top was incorporated to run the windows. A starter motor was adapted to power the pump. The pump regulator valve maintained 220 PSI.



The hydraulic top pump is circled on the Mercury Sportsman above moving down the Iron Mountain assembly line.

It is an Electro-hydraulic system that is vented to the atmosphere. Control of the windows is through a three position switch. A valve at the bottom of each window piston is closed to hold the window up. An electrical solenoid opens the valve and releases the fluid back to the reservoir when a spring pulls the window down. To raise the window the switch is actuated - the pump runs - the valve opens and the piston raises the window. Releasing the switch and the valve closes holding the glass up. You can imagine the issues in maintaining the system with all the plumbing and solenoids!



The window switches are visual in the door panel to the left of the steering wheel.

Being an open system, dust would contaminate the fluid and it would slightly congeal in cold weather. Ford recommended that the fluid be flushed with alcohol and refilled with M-4835 or 8L-19545

for the Lincoln, every year.



A Lincoln window regulator fluid can from Cliff's collection.

Interesting that the Sportsman was sold at \$140,000, well under estimate. It was a solid #2 car.

I had no evidence on Mercury power windows, so consulted Gene Napoliello, the *V8 TIMES* 1949-51 Mercury advisor and he informed me that "the 1949, 1950, and 1951 Mercury cars had the option of hydraulic windows and seat lift." Hydraulics were standard on the convertibles

Electric windows appeared in the 1952 Mercury convertible and from then on. Ford did not offer power windows again until 1954!

### 1935/36 Ford Utes

By Ken Burns and Trevor Poulsen

Many of you will remember this 1936 Ford Ute for sale at Hershey.



Recently I got an email from Trevor Poulsen with a [Craigslist posting](#) that had this vehicle was for sale in Windsor, CT. I sent Trevor the above Hershey picture and he came back with this information about '35/36 Ford Utes.

*First email:*

Hi Ken, Thanks for the picture.

As you say, it is rough. That rear section is home-made, as it should look like this '35 with a crease around the top.

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Restored 1935 Straight Side Ute.

Second email:

Hi Ken, Regarding the back section, all that I can suggest is that it started out as one of these Well Side Utes.



Unrestored 1936 Well Side Ute.

The owner/seller? wanted to make it look better, so eliminated the side and extended the top like on the Straight Side models. In the changeover, he didn't add the distinct crease around the top.

The Straight Side Models look much better than the Well Side.

Back in their day, the Well Side was a much more practical vehicle, but these days, collectors go for the Straight Side.

### A '34 that Got Away and the Three Stooges

By Dave Henderson

'34's always grabbed me, even then. It was the '50's in South Arlington. On the way to visit a friend, I came upon an early version of the ceremony of a "barn find" being carefully extracted from its long nap. Likely stored through WWII, what came out was a '34 Cabriolet with General Jumbos! Darn they made it look good, Boy, I wish I'd gotten there first! Last sighting of it was in North Arlington in the later '50's in a small industrial area near where a Mercedes Benz body shop is today (but not then). Actually what I saw was just the body and it looked like it had had excellent work and was in good hands. Who knows, may be it's still around, and could even belong to a member.



Joan Crawford's '34 Roadster sported General Jumbo wheels.

Stooges Stooges Stooges! I loved them from childhood. Saturday afternoon kids movies at the old Ashton Theater in Clarendon were a ritual in the '40's.



The Ashton Theater (arrow) was located at 3166 Wilson Boulevard. It was built in 1927 and demolished in 1974.

Moe, Larry and Curly were often one of the short subjects. First generation Stooges were the best, Curly couldn't be bested, but I must say that Shemp, although a different personality, did well in stepping in after Curly's demise in '47. I pretty much tune out on the subsequent teams after Shemp.

Stooges are STILL a Saturday ritual, as my son and I watch 3 episodes regularly when he comes to dinner..... almost every Saturday. Combined, we have a large collection of Stooges tapes, yes video tapes, (old school) taped from tv viewings and on commercial tapes. Always interested in acquiring ones we don't have.



"Let's take the Captain's car" said Larry. What could possibly go wrong??? - From the film False Alarms.

Mail continued on next page





## TECH TALK

### Laser Rust Removal

By Jim Gray

For all of those of us who have struggled with getting down to clean metal to restore watch this [video](#) about the CleanLASER in action:



This from Luke Chaplain in the George Washington Chapter/Model A Club. The bad news? The units start at \$50K. But how many jobs would you have to do to pay that off? Not many I don't think. Here's the [CleanLASER's](#) website.

### Ford Tips & Tricks

Jerry Lunt

1940s and '50 FoMoCo clocks – If they stop running don't bother fixing them. They won't stay fixed. All you can do is lube the original mechanism and the fix doesn't last long. If you switch to a quartz movement it won't run long either. The villain is vibration. It causes more damage than moisture, dust and temperature extremes combined. Settle for keeping the illumination circuit working. You have a wrist watch.

Woodgraining – Keep your hands off it! The urea (uric acid) in your sebom (skin oil) will etch the finish. If you inadvertently touch the graining, immediately wax it.

Dashboard Ashtray – If it doesn't have fingertip indentations keep them partially open. If you have to pry them open you might chip the finish.

Care of yellowing whitewalls – 1) wipe off loose dirt. 2) spray on whitewall cleaner; let sit for a few minutes; scrub with a bristle brush; rinse. 3) using bristle brush (wet) scrub with kitchen scouring powder; rinse. 4) using fine steel wool impregnated with soap (wet) scrub whitewall; rinse. 5) dry whitewall and carefully (so as not to drip over black portion of tire) rub with paint thinner; let dry then rinse off. Hopefully, "you'll wonder where the yellow went." If unsuccessful and you care enough you can always buy new tires.

## GREETINGS FROM ELYSE'S WINE CORNER

### Spring into Spring with Sauvignon Blanc

By Elyse Kudo



Cherry Blossoms, Daffodils, birds singing a merry tune all lend toward the fact that Spring has arrived granted a wee bit later than Punxsutawney Phil led us to believe. With the warm weather about to grace many a welcome soul, it's a great time to delve into a crisp, refreshing glass of Sauvignon Blanc.

Sauvignon Blanc has a grand realm of flavor profiles which bridge the gap from saline & mineral laden to grapefruit, boxwood, Asian pear and grass. The origin as well as the terroir dictate the base and of course the winemaker has a hand in the execution.

Old World - France - Situated on the left bank of the Loire Valley is home to some of the most amazing vineyards which express the nuances of: "white earth", a compact chalk atop marl, a gravel/limestone blend often referred to as Les Caillottes and Silex which expresses flint found in the eastern vineyards. These wines will tend to be lower in alcohol percentage and are refreshing, dry and express fresh fruit and mineral notes which have a notable crisp acidity. Stunning with fresh oysters, aged chevre (goat cheese), etc.

New World - Sauvignon Blanc from California, New Zealand, Chile, etc. fall under this category.

California: You will find a broad range whether

Mail continued on next page

the grapes are from the North or South, mountain, valley, hillsides, etc. In the North you will find expressions of amazing minerality and keep in mind that the elevation will have an effect as the more challenging it is for the vines to obtain water, nutrients, etc. the more expressive the wine will be. **Stonestreet** has a terrific Estate Sauvignon Blanc that comes from vineyards on Alexander Mountain Estate planted at 900ft. **Matanzas Creek** in the Bennett Valley is crisp and delightful and easily will become your go-to summertime sipper.

New Zealand: You'll recognize wine from this area quickly as there's a jaw-dropping, herbaceous yet floral element with a crescendo of a zesty, citrus zing. 7 regions – Northland, Auckland, Gisborne, Waikato, Hawke's Bay, Marlborough and the Waipara Valley are where the grapes are sourced.

Chile: The wines from Chile can rival Sancerre, although there is certainly a bit of that New World weight. After Cabernet Sauvignon, Sauvignon Blanc is the second most planted wine grape accounting for about 12% of the plantings. Citrusy, mineral scented and a zippy bit of acidity on the palate are what you will encounter with these wines.

Recommendations:

**Domaine Hippolyte Reverdy** - Sustainably farmed. The grapes are gently pressed by pneumatic press immediately following the harvest, hence a brilliant, pure flavor extraction. \$22.00

**Lucien Crochet**- intense, zesty, pure and linear with refreshing citrus rind elements and minerals. Ends with a peachy ripeness. \$20.00

**Stonestreet Estate Sauvignon Blanc**- Aromas of Meyer lemon and Thai basil with notes of pear and lemon. \$35.00

**Matanzas Creek Sauvignon Blanc**- Key lime pie notes prevail with nuances of lemon zest, verbena tea and hints of cherimoya. \$19.00

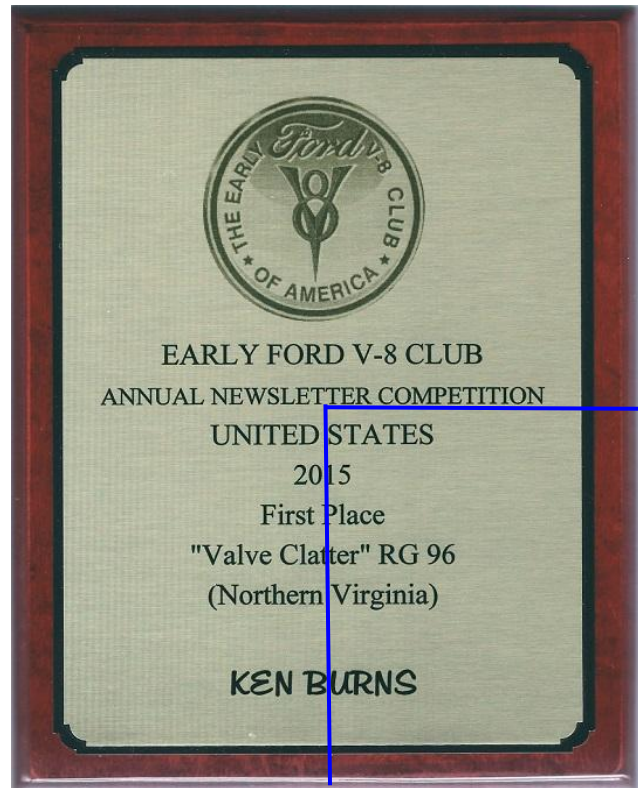
**Tiki Estate**- Marlborough- White peach & grape-fruit on the nose with a fruity intensity and crisp acidity on the palate. \$15.00

**Montes- Casablanca**- Pale yellow & 100% fermented in stainless steel. Attractive tropical fruit and grassiness due to the cool temperature in the valley. \$14.00

Questions? Email me- [Elyse.kudo@jfwmail.com](mailto:Elyse.kudo@jfwmail.com).  
Enjoy & raise a glass to the season's car shows.

Cheers,  
Elyse

Most of you have heard by now that our *Valve Clatter* newsletter was awarded First Place in the annual Early V-8 Club of America's newsletter contest. We've consistently been ranked as an outstanding newsletter year after year but we haven't been ranked in First Place since back-to-back awards in 2003 and 2004 when Cliff Green was our editor.



I'm exceptionally proud to accept this award on behalf of the all members of the NVRG because without your contributions we just wouldn't have much of a newsletter. Just look at this issue of the *Valve Clatter*; we've got contributions from members and non-members alike: Keith Randall, Dominique Pickett, Joe Freund, Cliff Green, Trevor Poulsen, Dave Henderson, Jim Gray, Jerry Lunt and Elyse Kudo. I also need to thank the Board of Directors; without their hard work and dedication we wouldn't have had the tour to CarMike's and Tinsnips nor Don Pauly's fascinating presentation about life in the 30s and 40s to report on.

There's also someone I need to single out for special thanks. You may have noticed that I've pie-cut the plaque into a ¼ slice and a ¼ slice. That's because Cliff Green deserves that quarter slice and much more. He's always been a consistent contribu

Editorial continued on page 14





# 2016 Eastern National Meet

Gettysburg, PA

**August 8 - 11, 2016**

Wyndham Gettysburg

[www.wyndhamgettysburg.com](http://www.wyndhamgettysburg.com)

**Celebrating the 75<sup>th</sup> 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](http://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](mailto:v8ford51@gmail.com)

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

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

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

## 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](mailto: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](mailto: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](mailto: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 refinished. \$7,500.00 Nego. Extra parts and trim available. **Harry Foor** – Western Maryland, 301-689-9184, [hwfoor@verizon.net](mailto:hwfoor@verizon.net) (01/15)

### Parts and Miscellaneous For Sale

**1953 Ford Parts:** Hood (no dents) \$150, Rear Bumper \$40, Starter \$50, Two Generators \$40 ea., Misc. SS Body Trim \$15, WSW Glass Bottle & Bkt. \$50, R&L OS Door Handles \$20 ea, Two tail

lights complete \$25 ea., Front Brake linings (new) \$20, Fan and Bkt. \$30, Three chrome air cleaners \$10 ea., Two fuel pumps \$15 ea., Fuel block (chrome) \$15, NOS Alum Intake (fits 49-53) \$100, NOS 3-Carb Edelrock Intake with progressive linkage \$400, 4 Holley Carbs rebuilt with progressive linkage \$50 ea., 2 Frt. Brake Cyl NOS \$15 ea, 4 Shocks (used) F& R:offer, 239 Motor Complete (EAB) \$900, Inside Door & Window Handles \$15 ea. Many small parts. Prices negotiable. **Jim Tallant**, [301-843-0955](tel:301-843-0955). (04/16)



**House**. All brick one level living. 4 car garage, with panned floor for lift and 11 foot ceiling. 4 bdrm, 3 bath, super kitchen, 1200 ft unfinished storage in walk out lower level. 10 acres with room and sites for additional structures. Really, REALLY private. What is an HOA? I dunno. Do what you want, no neighbors in sight. **Russ Brown** 540 349-0989 [dogbanner@gmail.com](mailto:dogbanner@gmail.com). (04/16)



**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](mailto: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](mailto:jrdshen@verizon.net) (01/16)



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



**Transmissions:** '49-'50 overdrive, '51 overdrive, '56

*Automart* continued on next page



*Automart* continued from previous page  
 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](mailto:wsb39@cox.net), 703-679-9462 (09/14)



**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***

**'39 Deluxe coupe.** Some modifications but it must have a stock or 59A engine, floor shift and torque tube rear end preferably with a Columbia. Also the suspension must also be stock, the interior original with original woodgraining preferred. Modifications could include alternator, electronic ignition, dual exhausts. 6v is preferred but 12v could be acceptable. Prefer a car local enough so I can comfortably review it. **Mel Herwald** [mherwald@mgwnet.com](mailto:mherwald@mgwnet.com)



**Tires.** Pair of 6:75x15 or equivalent 205, 210, 225 75rx15 roll-arounds. Free or less is good. Russ Brown 540 349-0989 or [dogbanner@gmail.com](mailto:dogbanner@gmail.com)



**'40 Ford Oil Bath Air Filter** – Thanks in advance. **Nick Arrington** [nta1153@verizon.net](mailto: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](mailto: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)



**For 1940 Ford** – heater switch for hot water heater. – **Bill Chaney**, [flihi@cablefirst.net](mailto:flihi@cablefirst.net) or 804-776-7597 (12/14)



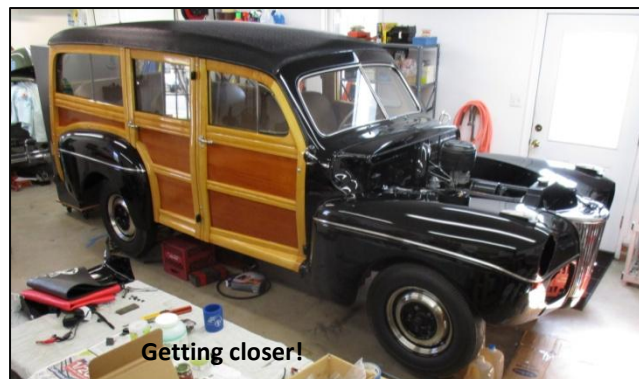
**For 1935 Ford closed car:** the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 – [Jeberly4@comcast.net](mailto:Jeberly4@comcast.net) (07/14)



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

**Editorial** continued from page 14  
 tor to the *Valve Clatter* since relinquishing the editorship in 2004 but this year he went above and beyond the call of duty. When I asked if he'd assume responsibilities as the VC editor for the last three months of 2015 because I was deeply involved in running a Navy reunion he said yes without hesitation. Without his gracious assistance I never would have been able to dedicate sufficient time to organizing the Navy reunion. So I guess that not only do I owe him a debt of gratitude but so do all my squadronmates who attended the reunion as well.

Lastly, I need to thank Helen for allowing me to disappear for hours on end into my office to work on the *Valve Clatter*. The next time you see her you probably ought to thank her too!





City of Fairfax

# Antique Car Show



Old Town Fairfax



## Saturday May 21, 2016

### 10:00AM - 3:00PM

LOCATION: CITY HALL

(Between Rt. 127 & 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

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 1908 Model-T Ford...



Getting it together...



...and driving!

Saturday May 21st at 1:00PM

### Don't Miss this Extraordinary Demonstration!

For more information go to: [www.visitfairfax.com](http://www.visitfairfax.com) or [www.nvrg.org](http://www.nvrg.org) • email: [info@nvrg.org](mailto:info@nvrg.org)





# NVRG Calendar



<u>April 2016</u>	
8	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30 AM. <b>Questions?</b> Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
12	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> My First Car – Various. <b>Refreshments:</b> Keith Randall
23	<b>NVRG 15<sup>th</sup> Annual Poker Run</b> – time to get those V-8s back on the road for another great tour through the Northern Virginia countryside. Join us for the first official NVRG tour of the season. Meet at Fair Oaks at 9:00 am for your briefing before heading off for some fun.
26	<b>NVRG Board of Directors Meeting</b> – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
26	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>May 2016</u>	
10	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> A Trifecta of Ford Knowledge: License plate toppers (Stan Johnson), Window bugs (Ken Burns), and Tumbling parts cleaning (Clem Clement). <b>Refreshments:</b> Chris Findley
TBD	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30 AM. <b>Questions?</b> Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
15	<b>West Friendship, MD 2<sup>nd</sup> Annual Car Show</b> – 9 am to 2 pm at the Howard County Living Farm Heritage Museum, 12985 Frederick Road, West Friendship, MD 21794. Contact Norm Heathcote <a href="mailto:vwomllc@hotmail.com">vwomllc@hotmail.com</a> for further details.
21	<b>NVRG/City of Fairfax Car Show</b> – open to all vehicles 25 years and older. To volunteer or help contact Dave Westrate <a href="mailto:dlwbaw@aol.com">dlwbaw@aol.com</a> or (703) 620-9597. See page 18 for more info.
31	<b>NVRG Board of Directors Meeting</b> – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>June 2016</u>	
4	<b>Silver Diner Cruise-In</b> – Fair Lakes Silver Diner, 4-7 PM. Free meal for bringing your V-8 or other vintage car.
TBD	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30 AM. <b>Questions?</b> Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
14	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Annual NVRG Auction and Ice Cream Social; Nick Arrington, auctioneer. <b>Refreshments:</b> The Gunnarsons
19	<b>Father's Day @ Sully</b> – Join us for the annual NVRG picnic under the shade of the old oak tree.
28	<b>NVRG Board of Directors Meeting</b> – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
28	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road



- ✚ July – NVRG Picnic
- ✚ August 8-11 – Eastern National Meet, Gettysburg, PA
- ✚ August – Drive-In Movie Night – feature film: *American Graffiti*
- ✚ December 9 – Holiday Gala at P.J. Skidoos

*Celebrating 75 Years of 1941 Fords*



FIRST CLASS MAIL

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