

Northern Virginia Regional Group



www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
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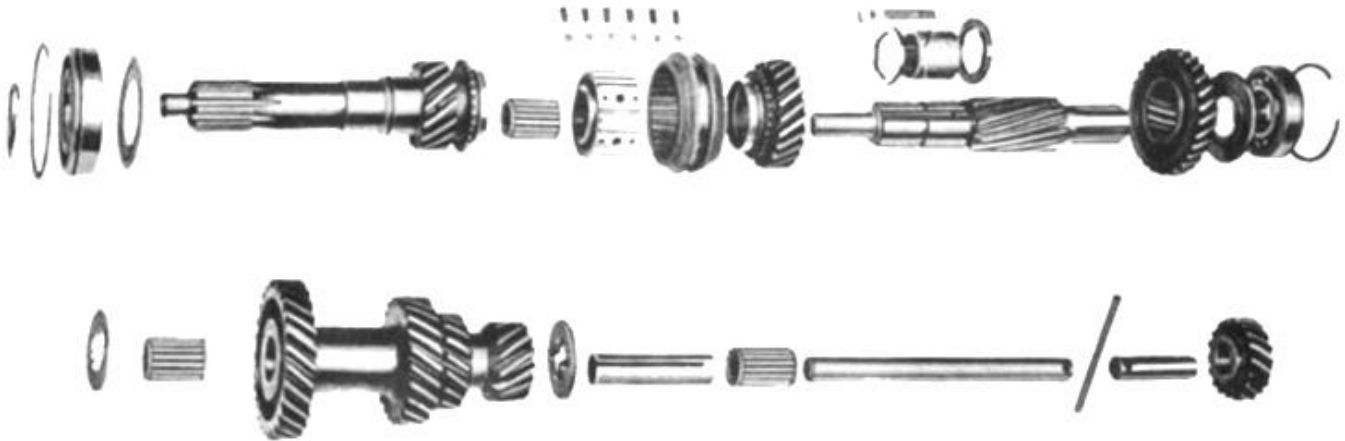
August 2016

Ken Burns - Editor

TRANSMISSIONS

July Program Review – EFV8 Transmissions

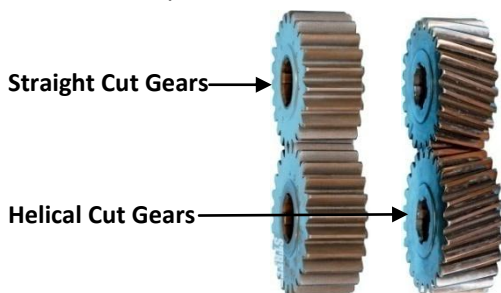
By Dave Gunnarson



The NVRG membership meeting for July featured an in-depth presentation on EFV8 transmissions by Hank DuBois, John Ryan and Steve Groves.

John Ryan started things off by setting up expectations for the program. Because there are so many different transmissions produced over the years, John said the purpose of the talk would not be to “grind out” a comprehensive review but rather to show major differences between years, describe how transmissions work and to provide enough information for identification, diagnosis and assessment of conditions. He added if we ever needed to purchase a transmission, he wanted us to learn how to get the right one in good condition.

The program shifted to Hank who started out by showing the difference between straight-cut and helical-cut gears, cluster gears, transmission towers, and shift levers. To provide real examples of the inner workings of transmissions and to help explain how transmissions work and the differences between years, Hank brought a small mountain of parts, over 150 pounds worth, and spread them across several tables in the front of the room. This included examples of shift towers, gear shift levers, cluster gears and all sorts of transmission parts.



(L) One table of Hank's teaching aids.
(R) The other table. Hank talks about the difference in floor shift levers.



Gears continued on page 3

Up Front with the President



August 2016

The month of July was certainly very hot with many steamy days over 90 degrees. I trust we will have some cooler days ahead. I want to thank **John Ryan, Hank Dubois and Steve Groves** for creating and presenting a detailed presentation on Ford transmissions at our July membership meeting. Also, a big thank you to **Art Zimmerli** for providing snacks and refreshment

Though the year is more than halfway over, our club has a number of interesting events scheduled for the balance of 2016. The events for August include:

- ✚ Silver Diner Fair Oaks car show - **August 6** from 4PM-7PM
- ✚ 2016 Eastern National Meet – Gettysburg, PA – **August 8 – 11**
- ✚ Caffeine Double Clutch Breakfast – Silver Diner Fair Oaks, **August 10** at 9:30 am.

Our monthly membership meeting will be held on **August 16** due to the Eastern National Meet. Members should plan to share their experiences at the meeting. Please don't show up on August 9 wondering why no one is at the meeting!

Our annual picnic this year will be hosted by Nick and Kathy Arrington at their home in Manassas, VA, on Saturday, **August 27th**. The picnic will begin at 11:00 am, with lunch buffet style at 12 noon. Willard's BBQ in Chantilly will prepare the food consisting of:

- ✚ NC Pulled Pork
- ✚ BBQ Pulled Chicken
- ✚ KC Burnt Ends
- ✚ Baked Beans
- ✚ Cole Slaw
- ✚ Mashed Potatoes

As in past years, attendees should bring their own chairs, beverages and a salad or dessert to share with others.

After lunch, Nick will conduct a tour of his garages filled with very interesting contents.

Afterwards, let's all stick around to help with clean-up at 2:30 as the picnic will end at 3 pm sharp.

If you would like to attend the picnic, the cost per person will be \$10. Please mail your checks made payable to NVRG no later than **August 19** to me. See 7/29 email with address.

Should it rain on the 27th, the picnic will not be rescheduled so let's hope for a great day!

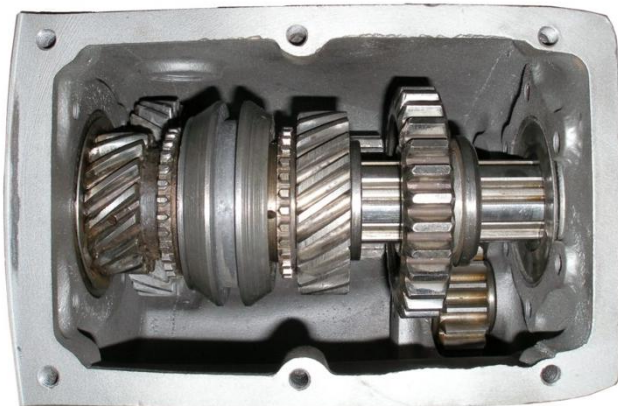
I look forward to seeing many of you at these upcoming events.

Joe

2016 NVRG Officers & Terms	2016 Directors & Terms	Committee Members
President – Joe Freund (2016-17)	Membership – Gay Harrington (2016-17)	Fairfax Show – Dave Westrate
Vice President – Bill Simons (2016-17)	Programs Lead – Dave Gunnarson (2015-16)	Programs Member – John Sweet
Secretary – John Ryan (2015-16)	Webmaster – Cliff Green (2016-17)	Tours Chair – Hank Dubois
Treasurer – Wayne Chadderton (2015-16)	Valve Clatter – Ken Burns (2016-17)	Tour Member – Art Zimmerli
	Sunshine – Keith Randall (2015-16)	Property & Refreshment – Mark Luposello
	Past President – Jim McDaniel (2016-17)	

Gears continued from page 1

The 1932 to 1935 gears (with the straight cut teeth) are easily identified by the straight cut gears on the low-reverse slider and the reverse idler gear. They also had a six spline mainshaft with straight splines where the low-reverse slider gear goes. The early straight cut (or "spur") gears, which were just the low and reverse, made more of the gear whine sound than the later helical cut gears.



Straight cut first and reverse gears in a '32-'35 gearbox.

In 1936 Ford introduced an upgrade to their three speed transmissions, whereby the low-reverse slider gear and reverse idler gear were now helical cut like the rest of the gears in the box. A helical cut puts the gear teeth at an angle which reduces gear whine and improves gear engagement. The mainshaft was also changed to a spiral spline, which produced the same effect as the helical cut. The synchronizer design remained the same. For 1936 only, the mainshaft came with two spiral splines: the early one was a six-spline shaft and the other was the sixteen-spline shaft that became the standard for all the Ford designed transmissions to follow for a number of years.



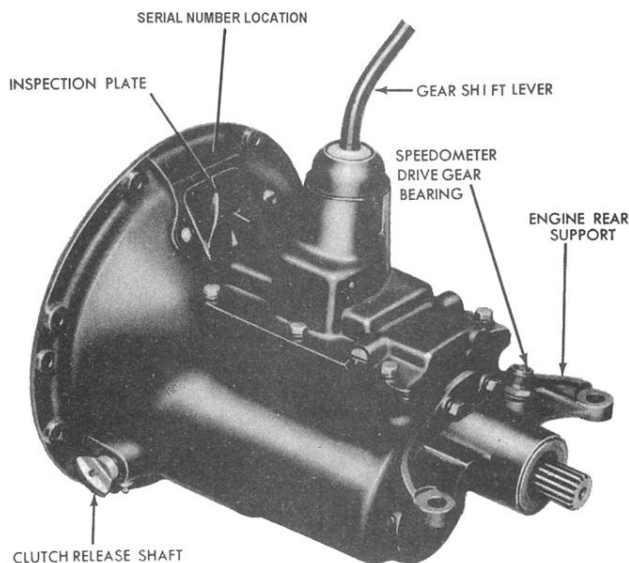
This '39 gear set has the helical cut reverse and first gears.

In 1939 Ford began to introduce the next upgrade to their transmission. Installed in the Deluxe Fords and the Mercurys, the newer gears were not interchangeable with the older gears, although one

could swap a complete gear set into the older transmission case, as long as you also upgraded the shifter housing assembly. The newer gears were all helical cut, of course, and the synchronizer assembly was improved. The upgrade to the synchro meant a change in the main drive gear and the mainshaft.

In 1940 Ford and Mercury introduced the column shift which definitely increased comfort for any passenger in the middle of the front seat! The 1939 gear assembly was used up to 1948 in the passenger cars with the closed drive (torque tube). In 1942 Ford changed the light pickup trucks to open driveshafts, at which point they modified the three speed light duty transmission to accommodate the change. The basic difference with the open drive transmission was the use of a longer mainshaft with a different spline on the tail end, and a revised rear bearing retainer. The new retainer (which doubled of course as the rear trans mount) has the same bolt pattern to attach to the 78 series case, but incorporates the speedometer drive gear in its casting. With the correct mainshaft and rear bearing retainer, you can use these parts in the 1939 trans to create an open drive arrangement for these units.

Ford Three Speed Transmission for 1942 to 52 Light Trucks (Open Driveshaft)

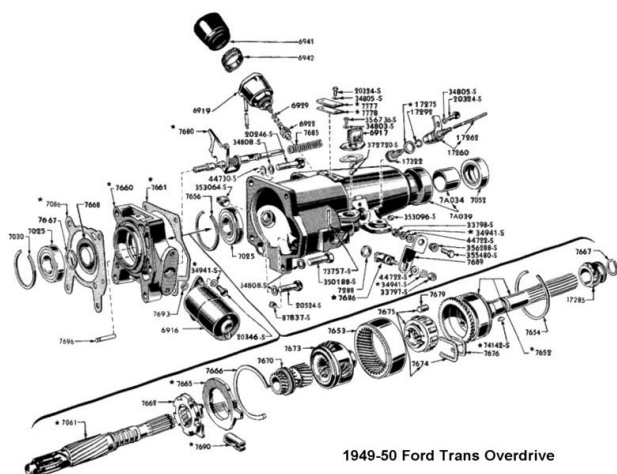
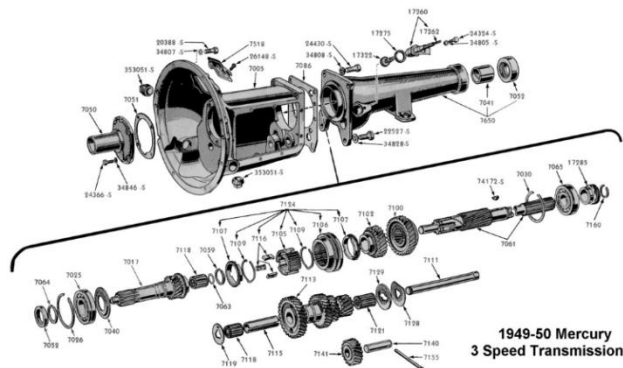


In 1949 Ford introduced an entirely new side shift transmission. In 1951 Ford changed their gears completely. They went to diamond shaped teeth on the low-reverse slider and on the low and reverse gears on the cluster. The idler gear is different also. The spiral gears on the tail shaft are different pitch and the shaft is not interchangeable with the earlier

Gears continued on next page

Gears continued from previous page

trans. The '51-'53 transmissions are easy to tell by looking at the shape of the teeth on the low-reverse slider and the low gear on the cluster. Overdrives starting in '51 also use the different transmission main shaft.



The presentation also shifted to some general observations. John Ryan mentioned that hot rodders like the 26/25 Lincoln gears because they could stay in first gear, accelerate to high speed without the need to shift. Also, the question of whether or not to use the transmission as a brake was discussed by John who reflected on a some advice he heard long ago that it's "a lot cheaper to replace brakes than a transmission, so use brakes for slowing the car, not the transmission".

In terms of evaluating a used transmission to purchase, the key component of a used transmission are the gears. These should be inspected carefully and if some are damaged, it could be better to pass on the transmission since the cost of new gears could get very expensive. John and Hank mentioned that the top-load transmissions can be hard to inspect all of the gears because some are located at the bottom of the case and covered in thick oil. For the later side-shift transmissions, Steve noted that it's possible to inspect all of the gears because of the side opening. Water is also a big factor if it leaks into

the transmission case and accumulates at the bottom while the oil floats on top. Often corrosion takes place at the bottom of the transmission well covered in a layer of oil.

Steve Groves mentioned that when he rebuilds a transmission, he coats the interior surface of the transmission case with a special paint (Glyptal, available at Eastwood) to seal the pores of the cast metal. According to Steve, this provides the benefit of keeping small particles sealed in the casting and for a more slippery surface on the walls of the casing to allow better oil circulation within the transmission.

Hank mentioned that the use of helically-cut second and third gears in the 1932 transmission was a selling point because the car was marketed as one that "even the Ladies find easy to shift".

There was so much to discuss that time ran out without time to discuss mixing and matching parts, operations, maintenance and other details. I see the potential for a program on transmissions part 2 in the works for a future meeting!

And now some facts and figures

Clutch Types

- 9 inch: '32 - '42
- 10 inch: '41 - '48/'54
- 9 ½ inch (small spline): '49 - '54
- 11 inch (4 speed): '35 - '54:
- 10 inch B&B : '49 - '50 ½ Mercury

Cluster Gear Tooth Count and Gear Ratios

Early Type (32 - 50):

- 28 tooth: 2.82
- 29 tooth: 3.11
- 26 tooth (40 - 41 Lincoln): 2.33
- 25 tooth (42 - 48 Lincoln): 2.12

Late Type (51 - 54):

- 27 tooth: 2.78

Major Gearset Differences

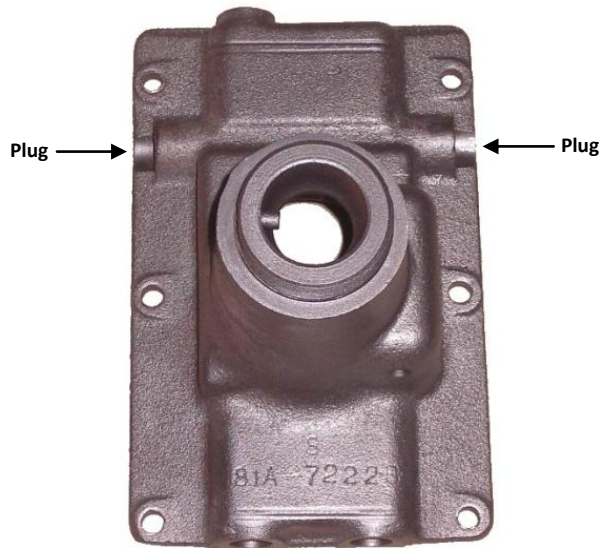
- Straight Cut : 1932 - 1935, early 1936
- Helical: Late 1936 - 1939
- 39 - 48 (50 for comm'l & Merc) (details vary)
- 49 - 50 (Ford passenger)
- 51 - 54 (pass & comm'l)

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Shift Towers (#7222)

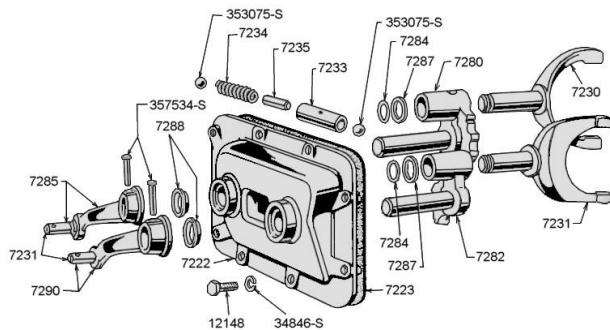
- “B” ‘32 Slant tower w/e-brake bosses
- “40” ‘33 – ‘35 Slant tower
- “68” ‘36 – ‘38 Upright tower
- “81A” ‘38 – ‘39/’50 Twin rear detent plugs



Side Shift Housing (#7222)

- “O1A” ‘40 – ‘48/’50
- ‘49 – ‘50
- ‘51
- ‘52-’54

Ford & Mercury Shifter Housing Assembly for 1940-48



Early Type Transmission Case (#7006)

- ‘32 – ‘34 “B”
- ‘35 – ‘36 “48”
- ‘37 – ‘39/’50 (several variations) “78”
- ‘40 – ‘48/’50 “O1A” (side shift)

Late Type Transmission Case & Tailhousing

- ‘49 – ‘50 (pass)
- ‘51
- ‘52 – ‘54

WELCOME TO THE NVRG

Gary A. Franklin & Sandra L. Paul

245 Merriam Avenue
Leominster, MA 01453

carousel@mycarousel.com



Gary's 1941 Super Deluxe Opera Coupe



OUT & ABOUT

Fording Around The Finger Lakes

By Keith Randall

In the beginning, the Western New York Regional Group (WNYRG) had decided to have a driving tour as a club event. The tour was to celebrate their 50th anniversary. Well, it became known as the WNYRG's Golden Anniversary Tour and evolved into a week long event that was approved as a V8 Ford Club of America National Tour. The dates were Monday, July 11th, thru Friday, July 15th 2016. The tour started in Batavia, NY followed by nights spent in Olean, NY; Corning, NY; Binghamton, NY; Auburn, NY; and a night again in Batavia. The distances between each of the overnights averaged 80 to 90 miles.

Because there are so many interesting places to visit on the planned routing, it was soon discovered that everyone attending wanted to visit different sites and attractions. So, it was decided that everyone would start out from the same location each morning. Then, folks could go their own way during the day and meet up in the evening in the next city on the tour to discuss their day's travels.

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To aid the participants in selecting what places they wanted to visit, the tour committee provided a 'box full' (Really! We were sent a USPS medium rate box.) of maps, flyers and suggested sites to visit.

When I described the tour to my wife Susan she was all in and took vacation time from work. We knew that we would be driving through some of the most beautiful parts of New York State. After registering at the headquarters hotel in Batavia on Sunday, July 10th, there was a welcome mixer that included a buffet of heavy hors d'oeuvres. It was there that Susan and I met some great V8ers from Indiana, Ohio, Connecticut, New York, Minnesota, Pennsylvania, Ontario, Canada and Sweden.



Jan Ryden, from Sweden, in a Franklin in the Franklin Museum.

Some folks wanted to drive their V8's, some had later model Fords and some wanted to drive modern. There were Flat Heads from '32 to '53 represented and a really sweet '47 Lincoln coupe all prepped and ready to go! It really didn't matter what cars were being driven, everyone was encouraged to enjoy the tour and not worry about what vehicle they were driving. So, after a really great full breakfast buffet that was included with our registration we were off and driving!



The V-8s on tour included a beautiful 1941 Mercury Convertible.

Susan and I made our plans of where to go and what to see. Places we visited included: the Pierce-Arrow Museum, the Roycroft Campus, the Glenn Curtis Museum, Mark Twain's study, the Wings of Eagles Discovery Center, the North East Classic Car

Museum, the Bully Hill Winery and the Hoffman Clock Museum. Of course, we also took the opportunity to meander thru the small towns we visited or traveled thru that included a lunch time boat cruise along Skaneateles Lake (don't ask me to pronounce it!) "the Jewel of the Finger Lakes." An old car and airplane enthusiast like me couldn't help having a great time. The V8ers we met became new friends and there were plenty of Flat Head stories told.

On Friday night there was a closing banquet for the tour. There were door prizes, accolades to the tour committee and even a reporter from the Batavia Times that was doing a write up about the tour. Many thanks to Milly Scheidt and Nancy McNair, tour co-chairs, and the tour committee consisting of: Frank Scheidt, Mark Moriarty, Pat McFarlane and Margaret Corbin. A job well done and a most interesting and delightful Tour!

A Report from Our Northern Affiliates

By Bill Simons

Last Sunday Liz and I attended the 3rd annual car show at Auburn Colony in South Harpswell, Maine. The hosts were NVRG members Rob Porter and Brownie Carson. It was the perfect Maine day with warm sun and a cool ocean breeze. Brownie's newly purchased 1935 Phaeton along with Rob's and my Woodies were on display along with about 30 other cars.



Brownie Carson's newly purchased '35 Phaeton.



Gotta love the cottages behind Bill and Rob's Woodie's

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Rob Porter also had his '40 Convertible on display.



And a red Budster pix just for Gay.

What a great way to spend a Sunday afternoon!

On July 15th, the day before the Silver Diner show, Clem sent the following email to several NVRG club members (Ed.)

"We might just have more Model A's present! Bet a beer?" – Clem

The Gauntlet is Thrown Down

By Clem Clement

The Model Aers win attendance contest at Silver Diner over the V-8ers. Hands down a glorious victory!



Bennie Leonard brought his '30 Model A (L) and Jim Gray brought his '31 (R) out to the Silver Diner show on the 16th.



From the start there were more Model As than EV-8s. The final count was five, count 'em five, Model As at the show and only four EV-8s.

Actually a post event count at 6:45 pm found five Model A's still there with their members enjoying the free-to-the-driver victory feast, whilst some of the EV-8ers were afraid the rain would melt their cars. (The bet was over a beer which HAS YET TO BE PRESENTED)! BTW Jim Gray and I and our Model As never got even wet as it does not rain on Air Force officers).



Jim McDaniel, Jane and Wayne Chadderton, and Bennie Leonard enjoy the shade at the Silver Diner's 2nd show of the year.

Shortly after the show Jim McDaniel disputed Clem's claims of victory:

"Clem,

You failed to specify the metric for this contest, and as Wayne pointed out, we chose to use CYLINDERS as the metric. Given that, we beat you 32 to 20.

Bring a **big** keg!

There were 57 cars entered. (A huge improvement from the 19 at the first show. Ed.) Not bad. Drove home in the rain. My wipers almost worked.

Family Road Trip

By Diane Schug-O'Neill

We're on a road trip in OK & KS. We are all well and have been enjoying an even hotter Summer than back home. Every day has been in the 100s or had a heat index of 100-110s! I thought I'd surprise Patrick by sneaking this photo of him into the VC.

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Saw this 1941 Pickup in Sallisaw, OK, (but it has a 350 Chevy engine). He owns two Model As, as well.



Also saw this 1939 Standard Tudor in Coffeerville, KS. It has a swamp cooler! The guy rebuilt it with his brother.



Cameron's Cars and Coffee

By Clem Clement

This morning (Sunday July 10th) I found my self at CC&C to check the place out. At 7:30 AM I was the onlyest one there. A Vette came by after a few minutes and then drove onto a nearby ATM.

Cameron's staff did not know about the car event. I parked outside of Cameron's and cleaned up Smokey; then grabbed a coffee and a blueberry muffin. Eventually the Corvette guy walked back to Cameron's to get a coffee and tell me I'm at the wrong location. So I spoiled him by giving him a ride

in a real car to the show area just off Rte 50 toward the Fairfax circle. We had about 25 cars. The event did not start early and folks were slow to arrive. Nice grouping though. Paul Malandrino there with his neat roadster.



Since I was new to the group I hadda show off my chicken and my clear dissy cap. Somehow one of the spark plug connectors fell off and the engine continue to run good. Them's in attendance were stunned. Somemorehow as with my efforts to reconnect the connector, another fell off. Now them's was stunified. Not to show off, but a third connector came loose and Smokey continued to run just fine. The crowd was asked iff'n their Vette's could do this...nope was the chorus. I'm ashamed of myself: this gag works every time...

Paul reported that the [29 Diner](#) on Rte 50, now in under new management, was serving good grits. I phoned up Ms. Sandy and came and got her for a fine breakfast at the famous 29 Diner. The had a few old cars out front and welcomed us warmly.

More on Cameron's Cars and Coffee

By Paul Malandrino

Clem was the star of the show. His car, chicken and dizzy cap were hits. I was amazed as were the others to see his engine running as he pulled off spark plug wires--but as an old fighter pilot, all I know is if you pull the stick back, the nose goes up. This is a nice little gathering. Certainly not as many cars as we used to see at Fair Lakes--but growing.

EMAIL BAG

You will recall that last month we welcomed Gary and Chieko Williams and their '37 Lincoln Zephyr Coupe Sedan into the NVRG. Cliff Green reached out inviting them to show their LZ in the upcoming 2017 NVRG Calendar. Below is Gary's response.

Unfortunately, the car is a work in progress.

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Engine was done several years ago and all body work was done around 2001, to include replacing all of the floor pans, trunk pan, and straightening out some of the sheet metal that was damaged on my Great Aunt's farm in Maryland around 1950 or 1951.

The headlights were modified in 1952 to accommodate sealed beam headlights for our trip to Arizona, to make it a safer trip when traveling more than 70 mph at night. My father agreed to a 6 month duty assignment as a DOD civilian to Yuma Arizona to run tests on the main battle tank for the US Army, and I am sure he wanted to make sure we had a safe car for the travel. His electrical know-how working with tanks, made the work on the Lincoln sort of routine and he was also a Lincoln Zephyr V12 master mechanic, so mechanically the car was sound - just needed the safety modification to the headlights.



The LZ sporting sealed beam conversions.

This was our family car, so it had to be ready for the next decade and was actually still in service until 1963 as a car for me to practice on for my driver's license test. I don't plan to change the headlights back to the original set, since it was my father's handicraft that went into the car he had loved since February 1940, and was a part of our family until he passed away in 1982.

This car has travelled through more than 30 states, and where there were no posted speeds, it was traveling at 90 mph, I know, I seen the speedometer when my Mom was driving in the West, and I guess she just wanted to get to our next destination a little sooner, or maybe it was boring driving through the desert. So the literature and history on the Lincoln V12 is correct it can go 90 mph!

My father also made a snow plow for the car in 1958, by cutting a propane tank in half (lengthwise), welding the bottom portion of the V-shaped plow to extra Lincoln Zephyr bumpers, with leaf springs welded in between to ride on the ground (snow),

and using a pipe which he bent at 90 degrees - to tie a rope to the plow in order to secure the plow to the hood ornament when not in use. It was able to plow the great snow storm of 1958, with tire chains on the rear wheels, it plowed snow up to 12 inches or more with ease. Negotiating at least a 5 % slope, we went to our neighbors house and garage to enable his '52 Buick to be retrieved from his garage. Only the Lincoln and my uncle's jeep were on the road, since he stopped by our house on his venture through the towns of Delta Pa, and Cardiff & Whiteford, Maryland. I later gave my Uncle one or maybe two of the Flathead V-8's my father had stored in his Red Barn. He had a 1941 Ford Custom two door sedan and his family car was a 1956 dark blue Packard 4 door sedan with dual antennas. I am sure he was also in love with his Packard. He also had a Essex.

Sorry to go on for so long, but I don't think you want a picture of a car that's not completely ready yet for a calendar. I will keep in touch, and I am very pleased that you asked, because our car is a history on wheels, and shows what the love a car means to a family.

ANNUAL DRIVE-IN MOVIE TOUR IS COMING!

At The Movies

By Cliff Green



Movies continued on next page

Movies continued from previous page

This lass has chosen to drive one of the most popular Fords of the 1940's and has successfully attracted a beau to share the experience of the open air! Note the rich leather seats. Also, there appears to be tape to loosely hold the horn button in place.

Now, evidenced by the bag of popcorn, we shall assume that they are at the drive-in movie but where are the speakers? The beau's right hand seems to be searching for the column shift knob that was introduced in 1940. And the fellow next door in '40 Ford coupe is trying hard to pay attention to the screen. He is without a sound source also.

We know that this is a set up because the door is open for the camera to increase the curiosity of the viewer – perhaps to note the floor mats?

The beau is certainly well attired for the drive-in! Suit and tie, expensive Tank watch* and immaculate hair styling loaded with Brylcreem (“A little dab will do ya”).



This could be an advertisement for woman's silk stockings, Cartier watch or Brylcreem – take your pick!

'40 Fords Forever!!!

* The first prototype of Louis Cartier's Tank watch was presented as a gift to General Pershing in 1917. Its design was inspired by the modernistic design of the French Renault FT tank.



TECH TALK

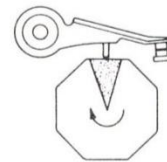
What The Dwell?

By Cliff Green

Do you suffer from hard starting, lack of performance, overheating, loss of fuel economy? Well, perhaps your dwell is too high, meaning that you ignition is late. High speed ignition problem? – Dwell is too low or early.

Just what is dwell than? Dwell is the degrees of movement that the points are closed. In our V-8 each lob of the distributor cam is 45 Degrees (360/8) and the specifications call for 35 degrees of dwell (points closed) and the remaining 10 degrees during which the points are open. While the points are closed the coil is being saturated – when the points open the coil field collapses and a large voltage is generated through the distributor caps to the plugs. As much as 15,000 Volts with very low amps. The condenser absorbs the arching across the points as they start to open and dissipates when points close.

NORMAL DWELL



POINTS OPEN AND CLOSE AS SPECIFIED

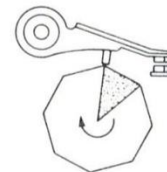
SMALL DWELL



WIDE GAP

POINTS CLOSE LATE AND OPEN EARLY

LARGE DWELL



SMALL GAP

POINTS CLOSE EARLY AND OPEN LATE

= DWELL ANGLE. POINTS ARE CLOSED DURING THIS PERIOD OF CAM ROTATION

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As we drive our cars, the rubbing block on the points, the part that touches the cam lobe, starts to wear down and the point gap becomes narrower than specifications. Since the performance decrease is insidious nothing is noticed until the car becomes harder to start because it is too far advanced. Time for a “tune up”.

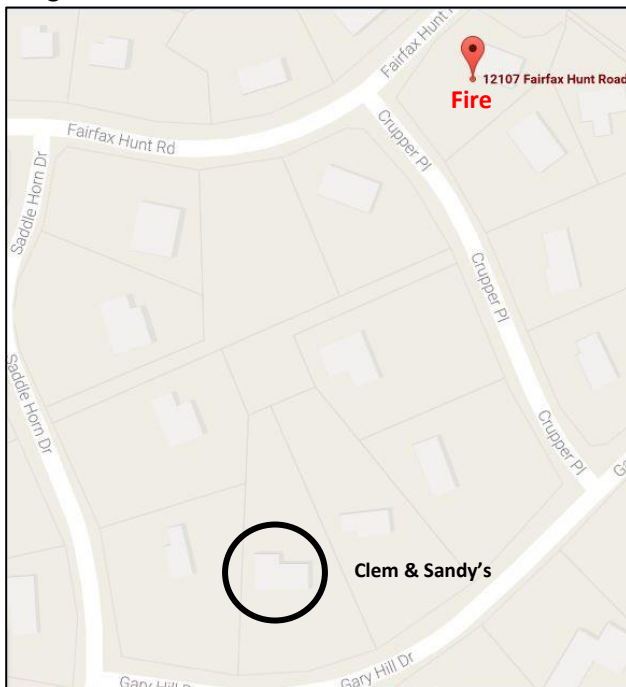
Henry designed the V-8 distributor for dual points. The advantage of this configuration is increased dwell – more saturation time for the coil, thus hotter spark at higher RPM’s.

New points can be set using a feeler gauge, however for precise operation, one should use a fixture or machine. The initial timing of 4 degrees crankshaft is linked to the dwell. Changing one will change the other. I’ll be glad to set yours up.

IN THE LOCAL NEWS

Local readers of the Valve Clatter will have seen the story of a house fire on Fairfax Hunt Road. After the fire was extinguished the bodies of a man in his 50s and a toddler were found. Fairfax County police are investigating the deaths as possible homicides. Many of you know that Clem and Sandy Clem live in the vicinity of the fire and checked to see if they were okay. Here’s Clem’s response.

Thanks for all’s concerns. The house fire was cat-cornered from us a full block away in Fairfax Hunt village.



Very sad. We heard the fire engines but none

passed our way. When the two choppers came by I hiked over to see what was happening. The fire was out by then. Massive damage to the attached garage and aloft above it. Clearly house damage as well.

Sandy and I ran into Faith and John Phillips on duty. They had plenty of drinking water but not much ice. Bob, my fire dog, Sandy and I in my Model A (Aptly named Smokey. Ed.) delivered ice in two trips to the firemen. They liked the delivery vehicle with ice sacks on both running boards.



Bob checks things out from the rumble seat.

CELEBRATING 75 YEARS OF THE 1941 FORDS

How I Ended Up with Two 1941 Woodies – Part I
By Ken Burns

Like lots of other cravings, it all starts with that first innocent taste. In my case it was the 1938 Ford Deluxe Woodie my folks owned when they brought me home from the hospital in 1943.



Summer 1946, Greenfield, MA.

They kept that '38 Woodie until late summer 1946 when my father was overtaken by the Dark Side and bought a brand new 1946 Chevy Woodie. Yikes! What was he thinking?

Fast forward to 1969 and San Diego, CA. We were looking for a second car after the birth of our daughter Kathy. I spied a 1941 Super Deluxe Woodie on a little used car lot on my way home from work and was drawn to it like a moth to the flame. Helen

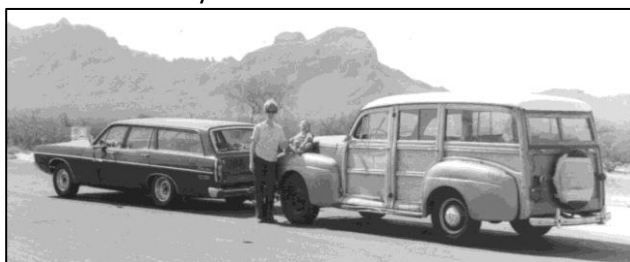
75 Years continued on next page

75 Years continued from previous page was skeptical, but we DID need a second car and the price was right (\$300). I never intended to keep the car so things like authenticity were of no concern. The surfer kids who owned the Woodie before me knew nothing about mechanics or safety so I threw myself into making it into a safe and fun beater to use as a second car. As you can see from the picture below there were lots of obvious issues with it being anywhere near close to how "Henry built it."



Chula Vista, CA, 1969

When it came time to move to Pensacola, FL, I suggested that the Woodie might as well follow us there. I must have had a compelling argument because Helen agreed that we should keep it and the rest is history.



Helen and Kathy sharing the thrill of owning a '41 Woodie, somewhere in the desert as we head to Pensacola in 1970.

While in Pensacola I did a little more work on the Woodie and in 1971 joined the Early Ford V-8 Club on the advice of a friend. He convinced me that the Club would soon vote to bring 1941 to 1948 vehicles into the Club. Sure enough, in 1972 the Fat Fenders were voted into the Club.

We moved back to San Diego in 1973 and I joined the San Diego RG. Joining changed my approach to the Woodie. Instead of a beater I wanted something a little closer to what Henry built but nothing too drastic – I wanted to keep driving and enjoying the car. Joining the San Diego RG opened up huge repository of knowledge and a vast network of suppliers of NOS and used parts – there weren't too many repro parts back then. My vision of the Woodie change when a friend said he'd found a correct '41 engine to replace the '53 Merc. That sounded like a good idea at time so out came the

Merc. But wait, there are several extra holes in the firewall that I ought to weld up before I put the new engine in, etc., etc. Many of you know what comes next – a completely disassembled car.



A semblance of progress – that's a roof from a '41 Woodie parts car in the background. Yes, back then guys actually parted out Woodies that today would be restored in a heartbeat.

During this period I learned a lot about '41 Fords, especially that Ford made unending changes throughout the model year and I learned that this car was a early '41 (Iron Mountain build # 3723 in February 1941). Progress was slow but steady as I took Adult Ed bodywork classes in the evenings after work. The Navy also took up some of my time as it sent me on a year-long, all expenses paid tour of the Pacific and Indian Oceans. In 1979 I learned I was being transferred from San Diego to Newport, RI, for what I thought would be a year. I reassembled the entire car, got it running, stuffed it full of parts and put it in storage thinking I'd be back in San Diego in a year. Well that year stretched into more than five plus – Newport to Lisbon, Portugal to Fairfax before we were finally able to return to San Diego and retrieve the Woodie.



Ready to head East in 1984. Notice that I'd mistakenly installed late '41 stainless trim around the windshield.

Once I had the Woodie in Virginia I vowed to keep it on the road as much as possible and continue the restoration process. Cliff Green provided

75 Years continued on next page

75 Years continued from previous page
invaluable help in awakening the Woodie from it 5
plus year hibernation.



First NVRG tour – July 27, 1986

In 1986 I repaired the rust damage to the area where the cowl meets the front edge of the roof, then stripped and varnished the roof structure and recovered it with the help of Kathy, then a Junior in high school. I entered the still somewhat bedraggled looking Woodie in the Touring Class at the 1987 Eastern National Meet that the NVRG hosted. In 1989 I retired from the Navy and spent the entire summer restoring the wood body. With the exception of the plywood panels the wood is all original. It's not perfect but I love the patina and the sense of conserving the originality of the structure rather than restoring it.

Once the woodwork was finished I began the body work, one fender at a time, maximizing the opportunity to drive the car on NVRG outings. Next came a LeBaron Bonney upholstery kit, farming out the dash for wood graining and finally rechroming the bumpers. I managed to keep the Woodie on the road throughout most of this period and was active in NVRG events and tours.

In 2005 the NVRG began planning to host the 2007 Eastern National Meet. I looked forward to entering the Woodie in Touring Class again but Cliff Green convinced me otherwise. He said to have it judged in Concours because over the years as I upgraded the Woodie I had researched issues and had tried, whenever possible, to restore all the authentic details of an early 1941 Ford. Over the years I found all the correct early '41 parts: three piece front fenders, taillight bracket, large dash knobs, transmission cover, vent windows, rear window latches, etc. However the Woodie had been a driver and the wood hadn't been re-varnished since originally done in 1989 - it was pretty tired looking and engine compartment definitely needed to be freshened up. When our 2006 touring season ended I began working on the Woodie.



Lots of dust as I re-varnished the entire wood body.



Detailing the engine compartment.

I was one of three owners with a '41 Woodie at the Meet. I figured the Woodie would do reasonably well in the judging but was surprised (and honored) when it won its first Dearborn.



On the ENM show field in 2007.

So how did I end up with my second 1941 Woodie you ask? One answer is that I'm either a slow learner or a masochist. The truth is that Kathy told her college friends that the Woodie was "her car" because she helped me install the roof and was overheard by her younger brother Chris. To say the least he was not pleased and I set out to find a '41 Convertible for him.



2016 Eastern National Meet

Gettysburg, PA

August 8 - 11, 2016

Wyndham Gettysburg

www.wyndhamgettysburg.com

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

TOURS:

- Bus tour
- Driving tour
- Local Garage Tour

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

EVENTS:

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

CAR SHOW RULES

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

EVENT MERCHANDISE:

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

EVENT REGISTRATION

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

EFV-8 ENM

c/o Cornerstone Registration Ltd

PO Box 1715

Maple Grove, MN 55311-6715

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

**SWAP MEET SPACES AND TRAILER PARKING
AVAILABLE**



Information Contacts:

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

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

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

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

Picnic Cues

By
MARGOT
SHERMAN

Inspired Suggestions That Make
Driving Out in the Country . . . Eating
Under the Sky . . . More Fun Than Ever



■ Womanlike, we think what to wear on a picnic is almost as important as what to eat! Above all, leave the old brown skirt and sweater home! Make your outing an occasion to wear something that's really gay and amusing.

For instance, try this guimpe-and-pinafore costume which we've pictured for you. It's just one from a whole series of native-American designs developed by Dorothy Cox. She scoured the Pennsylvania Dutch country . . . took ideas from the prim-and-proper Amish and Mennonite communities . . . and turned them into the most charming play clothes imaginable.

The prints—also of Pennsylvania Dutch extraction—and so witty that they fall into the class of conversation pieces. "Heaven-on-Earth" was copied from a marriage certificate. "Bird-in-Tree" is a modern version of an enchanting old pattern. And "Barn Signs," shown in the dress pictured, was inspired by the stars, swirls and stemless clovers that were used as good-luck charms to keep the cattle from being "hexed"!

Think how pretty you'd look sitting on the grass with that full skirt swirling about you. And to complete the picture—dress your little daughter as a miniature carbon copy of yourself!

"Barn Signs" jumper dress—inspired by early Pennsylvania folk art and perfect for picnicking!

Deck dad out in a barbecue apron complete with chef's cap. You might have the guests autograph it and include a few pertinent scribbles about his prowess as a cook.

Indispensable to anybody fussing around the campfire are mitts built high to protect the arms and padded with heat-resisting asbestos. Then when the coffeepot starts to boil over you can reach right in and grab it!

About grills. You'll find that a number of Ford dealers carry some dandy ones that are easy to set up and very efficient.

Don't forget to take along a supply of Ford Charcoal Briquets, either. They're wonderful for broiling meats because they give out such a steady penetrating heat . . . burn twice as long as lump charcoal. And, of course, you get no smoke or sparks.

One last word. Tuck in a few of the new auto-lunch trays which attach inside your car without the aid of screws, bolts or special attachments . . . hold your food without fuss or bother. Then—even in a howling rain—your picnic can be a success!

Annual NVRG Picnic

August 27th

@

Nick & Kathy Arrington's

6219 Featherbed Lane

Manassas, VA 20109



2015 Picnic

- + Caravan departs Fair Oaks Mall at 10:00 AM or meet us there
- + Picnic begins at 11:00 AM with buffet style lunch at 12 noon
- + Willard's BBQ in Chantilly will prepare the food:

- NC Pulled Pork
- BBQ Pulled Chicken
- KC Burnt Ends
- Baked Beans
- Cole Slaw
- Mashed Potatoes



- + Bring your own chairs, beverages and a salad or dessert to share with others
- + The cost per person is \$10. Mail your checks made payable to NVRG to Joe Freund not later than August 19



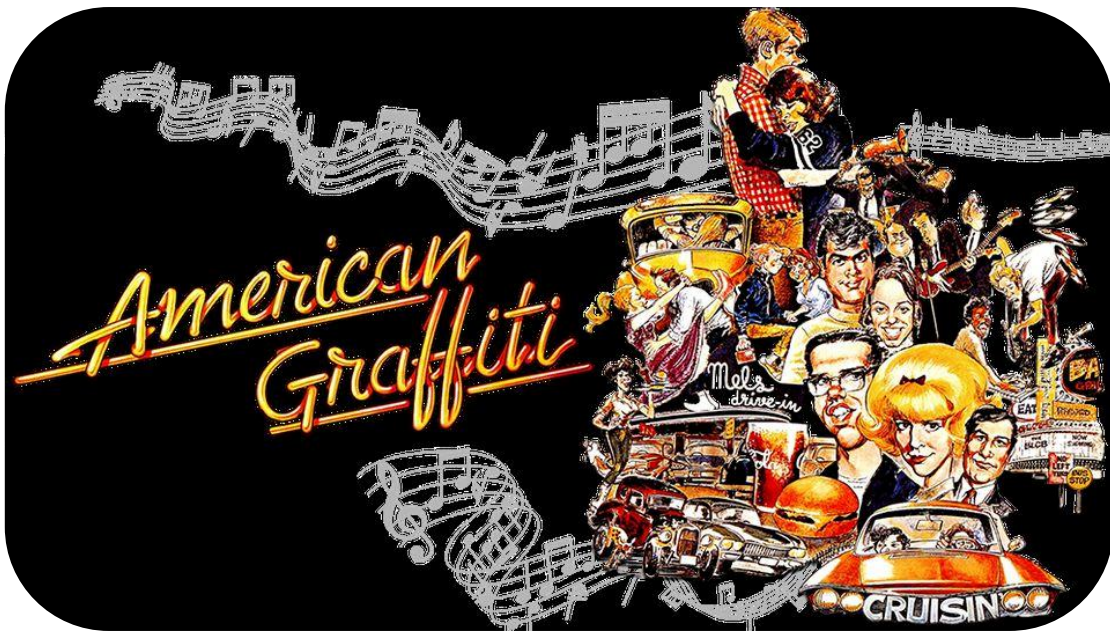
Past picnics

Annual NVRG Drive-In Movie Tour

September 17th and 18th

Family Drive-In – Stephens City

- ✚ Saturday, September 17 - Depart from Fair Oaks Mall at 1:00 pm. Check into the Wayside Inn, Middletown, VA around 3:00 pm. The historic and charming Wayside Inn is the oldest continuously operated inn in America and dates from 1797. We have 12 delightful rooms set aside for us ranging in price from \$100 to \$140 (before our 20% discount) which includes a full cooked breakfast. The rooms set aside for us are: 3, 5, 6, 7, 11, 12, 16, 17, 18, 20, 21, and 22. Check out the rooms at <https://alongthewayside.com> and call 1-540-869-1797 to reserve yours.
- ✚ Rooms are set aside under "Henry Dubois/Early Ford V8 Club" and will be held until September 10th.
- ✚ 5:00 pm dinner at the Roma Restaurant in Stephens City, VA then on to the Family Drive-In for their 7th Annual Classic Car Show and Movie night. The car show is from 3-7 pm and we'll have a chance to check out the cars that are staying for the classic '60's movie "American Graffiti" which will be shown at dusk.



- ✚ Sunday, September 18 - After a leisurely breakfast, we'll spend a little time exploring the grounds and gardens and enjoying the ambience of the Wayside Inn before departing for our scenic return trip via Routes 340/522 and 55. Along the way, we'll plan on stopping at one of the picturesque wineries (TBD) along Route 55 for wine tasting and snacks before completing our drive back to the hustle and bustle of Fairfax.
- ✚ Contact Hank Dubois for more information or if you have any questions - handcdubois@verizon.net or 703-476-6919 (H).

NVRG Memorial Fall Tour

October 16th and 17th

Save the date!



- ✚ By popular demand we'll be going back to Graves Mountain Lodge on October 16 (Sunday) to catch the last day of their Apple Festival. We went in 2013 and had a wonderful time.
- ✚ We have blocked 15 rooms and the price with Lunch, Dinner and Breakfast is \$108.21 per person.
- ✚ The lodge is located in Syria , VA an easy drive 75 mile drive from Fair Oaks Mall.



More details to follow.

Contact [Cliff Green](#) for more information



Vehicles For Sale

1939 FORD Deluxe Convertible: Folkstone Grey, Total Restoration, Lebaron-Bonney Interior & Top, V8 Dearborn, AACA Junior, Senior, Grand Nationals, Ford National Award 2007, \$67,500, John Krupinsky, (410)833-8269, LAKJAK@comcast.net (07/15)



1936 Ford Deluxe Pickup Truck – Restored to near perfect condition. \$33,950. **Dennis Murphy**, 703-264-1477 (05/16)



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



1948 Mercury 4-door Sedan. Rebuilt flathead V-8, frame; brakes, radiator, heater, radio, gas tank redone, bumpers re-chromed. Body needs refinished. \$7,500.00 Nego. Extra parts and trim available. **Harry Foor** – Western Maryland, 301-689-9184, hwfoor@verizon.net (01/15)

Parts and Miscellaneous For Sale

Four 1952 F-1 hubcaps. Fair condition, stainless good, minor dents, rust inside. Believe they are also correct for '48-54 pickups. \$25 for all four. **Pair of 1949–51 three-rib fender skirts.** Very good condition. Freshly painted gloss black and on my '51 until mid-1990s. \$100 for set. **1949-50 chrome fog light set.** Reproduction. Never installed or used. New condition, no blemishes. Includes set of clear and amber 6-V sealed beam fog lights, wiring, switch and bracket, and instructions. \$125. **"Universal" Turn Signal & Hazard Warning Switch.** Chrome, heavy duty, 7-wire harness, 2 green pilot lights for turn, 1 red pilot light for hazard. In-line fuse and installation instructions. Bought for my '52 F-1. NIB, never

installed. \$20. Photos upon request. **Jim McDaniel**, 174shark4@gmail.com (C) 202-409-4459 (8/16)



49-53 Ford & Mercury Engine Parts: Nearly all parts available: Heads, manifolds, crankshafts, rods, camshafts & valve parts, oil pans & oil filter housings, front covers, water pumps, bellhousings, ignition, etc. No Mercury crankshafts or oil pans. Dirt cheap! **John Ryan**, 301-469-7328, john@ryanweb.com (07/16)



8BA Radiator: Used original Ford radiator marked 8BA, will fit 49 -53, but is concourse correct for 49 – 50 and some early 51 Fords. No major issues apparent but probably should be tested by a radiator shop. \$50, gladly refunded if shop test reveals a terminal illness. **John Ryan**, 301-469-7328, john@ryanweb.com (07/16)



32 – 39 Ford Transmission. All new (NOS Ford) internal parts (gears, shafts, bearings, etc.) and clutch release parts (shaft, fork and arm). Late 36 style gearset (all helical gears, 16 spline mainshaft for sliding gear) in a late pickup case (1946 top loader). With 35-38 clutch release arm (48-7511). No top, but can get one if needed. Will sell complete gearset without the case (i.e. if you want to install these gears in your case). Will not sell gears separately. **John Ryan**, john@ryanweb.com 301-469-7328. (6/16)



Red's Flathead Engine Stand. **Steve Groves** – 301-530-7411 before 9:00 pm. (06/16)



Big Tex Trailer – 18 foot, tandem wheel open trailer, practically brand new. \$3,000. **Dennis Murphy**, 703-264-1477 (05/16)



1953 Ford Parts: Hood (no dents) \$150, Rear

Automart continued on next page

Automart continued from previous page

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. (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 or 703-938-8954 (02/16)



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. ½" drive air impact wrench, \$10. ¾" air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, wsb39@cox.net, 703-679-9462 (09/14)



1934 Parts: 40 year collection. 3x21 stud motors; 1 recored 33-34 radiator (never used); many 33-39 transmission gears (some NOS); 1 complete 33-35 transmission ready to use; 34 block motor mounts, door locks and ignition parts; generators; starters; water pumps; carbs; 34 oil pan; intake and exhaust manifolds; steel cylinder heads; NOS cams; new

valves; crankshaft pulleys; 34 steering gear rebuild kit with new shaft and bearings; 34 and 40 brake drums and backing plates; 34 and 40 spindles; distributor parts; many small rubber and metal parts; 34 Ford bolt collection for rebuilding a car.

Don Hill 1308 Bragg Road, Fredericksburg, VA 22407 - 540-847-3363 (updated 06/16)

Wanted

DC 1932 license plate. Any condition. Looking for a "wall hanger" to complete a mine project for my wall. **Jim Rodda**. jrodde1932@gmail.com (8/16)



For 1940 Ford - split core 1940 Ford radiator - **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 (12/14)



'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



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



8BA script head bolts - need eight (8) head bolts pictured 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 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)



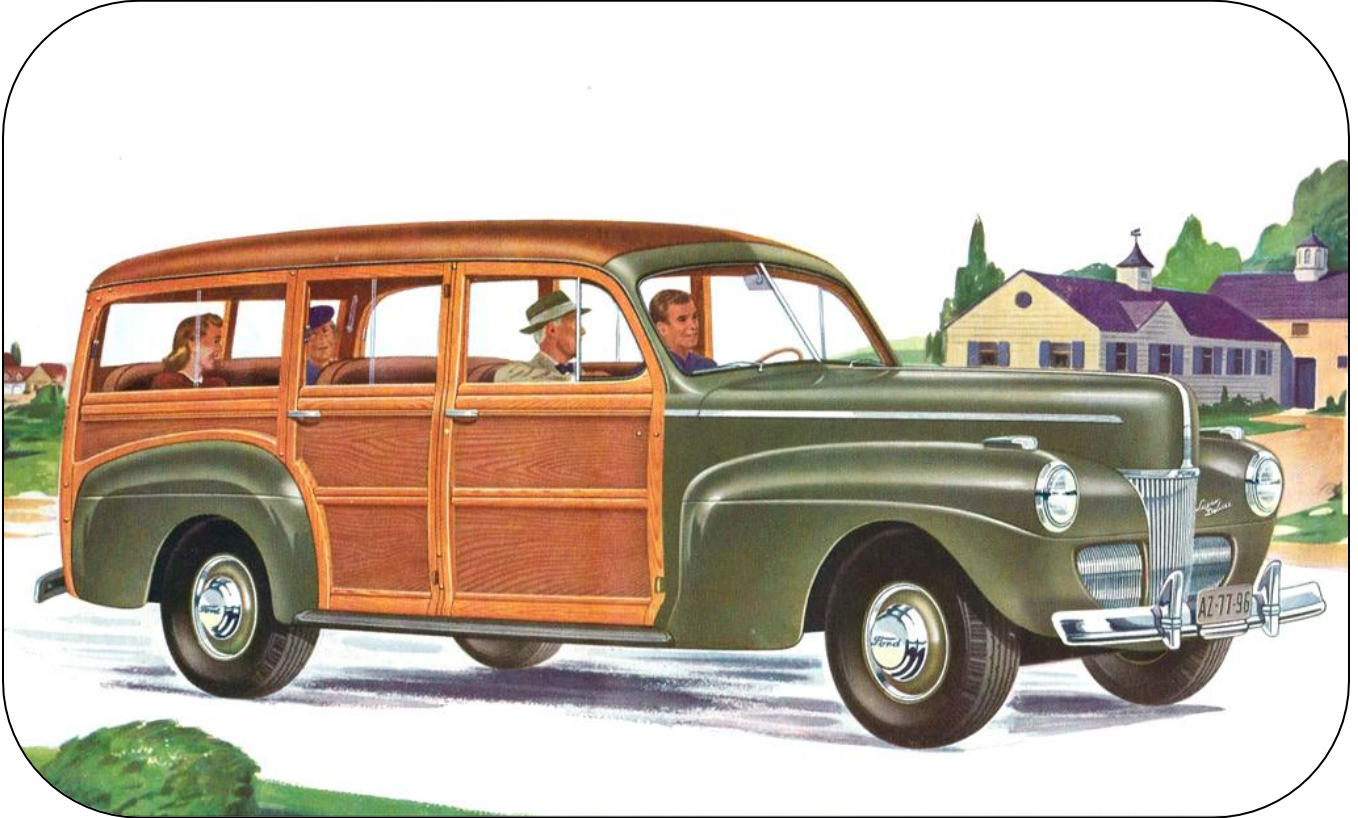
NVRG Calendar



<u>August 2016</u>	
6	Silver Diner Cruise-In – Fair Oaks Silver Diner, 4-7 PM. Free meal for bringing your V-8 or other vintage car. See article on page 7 for details on the July. Now that the NVRG is the (disputed) reigning champion let's have a great turnout and show those Model A guys we can win under any metric!
8-11	Eastern National Meet , Gettysburg, PA. See page 14.
10	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
16	PLEASE NOTE NEW DATE!!! Membership Meeting – 7:00 pm – Nottaway Park – Program: Eastern National Meet in Review – bring your pix and stories to share. Refreshments: John Sweet
27	NVRG Annual Picnic at Nick and Kathy Arrington's in Manassas. See page 16 for more details.
30	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
30	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>September 2016</u>	
5	Lions Club 17th Annual Labor Day Charity Car Show moves to City of Fairfax from Clifton.
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: Suspension systems – Cliff Green and Dave Gunnarson. Refreshments: Dave Henderson
14	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 .
17	Drive-In Movie Night – feature film: <i>American Graffiti</i> . See page 17 for details.
27	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>October 2016</u>	
4-8	What else but Hershey?
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: Hershey in Review – bring your pix and stories to share. Refreshments: Steve Groves
12	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 .
16-17	NVRG Fall Memorial Tour to Graves Mountain Lodge See page 18 for more details
25	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

<u>Down the Road</u>	
	<p>🚩 December 9 – Holiday Gala at P.J. Skidoos</p>

Celebrating 75 Years of the 1941 Fords



FIRST CLASS MAIL

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