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Value Clatter

Early Ford V-8 Club of America



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Ken Burns - Editor

FORDS DOWN UNDER

By Jim LaBaugh – Images by Dave Gunnarson and Jim LaBaugh



Fords down under: Cars, Kangaroos, and Koalas...

was the title of January's program presented by Dave Gunnarson. As part of a 30-day business trip to Australia, Dave managed to explore many parts of the country, putting 7,000 miles on rental cars and accumulating 30,000 air miles. Australia is the world's 6th largest country after Russia, Canada, China, the U.S.A., and Brazil. Although nearly as large as the lower 48, only 24 million people live in the country, approximately the same number of people living in the U.S. in 1850, when 85 per cent of the U.S. population lived in rural areas. Dave noted that today in Australia, most of the population lives in the cities and even in

Up Front with the President



February 2017

It is the day before Super Bowl LI and January is now in the record books. So far so good on a mild winter. I trust the remainder of the winter will treat us kindly as we await the warmer spring weather.

At the January membership meeting **Dave Gunnarson** shared photographs of antique Fords in Australia and talked about his visit to the RG membership meeting there. **Howard Wiles** was kind enough to provide refreshments and healthy snacks for us. Thanks again Dave and Howard.

The 2017 Eastern National Meet planning is well underway. Under the leadership of **Bill Simons** many of the duties and services that will be required for the meet have been solidified. Such things as raffle room items, food selections for the many venues, entertainment, trailer parking, tours, financials, etc. are all either completed or in the works. Recently members of the steering committee met at the [Westfields Marriott](#) to inspect the rooms we will be utilizing during the meet. The facility and grounds are a great location for the meet.

Please register now for the meet if you have not already done so. We are actively seeking volunteers from the club to sign up to staff its many events. For instance, help is needed by **Gay Harrington** in the raffle room, by **Ken and Helen Burns** at the registration desk, and me at the barbecue picnic hosted by **Jim and Edna Cross**. We will share all opportunities with you at the next meeting. Let's have a strong volunteer turn out and a fantastic meet.

On a completely different note, I want to share an important unexpected benefit of being a member of our club. We all know that our members eagerly help other members with mechanical needs such as recent work days on Gay Harrington's 1949 Ford F-1 pickup truck or Jim McDaniel's 1951 Ford Custom Tudor Sheriff's cruiser. Well, members help each other as well when wanting to buy another Ford vehicle. Some of you may know that I have been searching for a Ford pickup truck for almost one year, conducting late night online searches, finding vehicles for sale in the V8 Times and Antique Automobile magazines, and pounding the pavement at the Sully Father's Day car show corral and at Hershey. Last fall in Hershey, I was very intrigued with a 1931 Ford Model AA dump truck. **Benny Leonard, Jim Gray, Jim Cross, Ray Lambert, Clem Clement and Nick Arrington** gave me good advice but someone else purchased the truck before I could. Recently, however, I learned from **Ray Lambert** and **Nick Arrington** that one of Ray's good friends, a former dentist, has a 1953 Ford F-1 pickup for sale that he has owned since 1982. Ray arranged for me to meet with the owner. It's a solid driver, has been garaged, and was regularly driven. Well, after checking it out and learning more about the truck from the owner, I put down a deposit. As soon as my new garage is completed, the truck will move from Maryland across the Potomac River and back to Virginia where it was originally purchased. Stay tuned for more updates to follow.

Best Regards,

Joe

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Vice President – Bill Simons (2016-17)	Programs Lead – Dave Gunnarson (2017-18)	Programs Member – John Sweet
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	Past President – Jim McDaniel (2016-17)	At Large – Andy Koerner
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Gala continued from front page those, one can drive for about 15 minutes and be out in the countryside.



Fords in Australia appeared early, 1903, 1904. Cars exported from the U.S., however, had a 35% tariff associated with their cost. Consequently Ford sought ways to gain market share, yet minimize the effect of the tariff on sales. Enter Gordon McGregor, a Canadian who wanted to manufacture vehicles in Canada and export to all of the Commonwealth nations, except for the United Kingdom.

Ford Motor Company of Canada was established August 17, 1904, as an independent company, with 51% stock owned by Ford USA. Its subsidiaries were:

- Ford Motor Company of Southern Africa
- Ford India Private Limited
- Ford Motor Company of Australia Limited
- Ford Motor Company of New Zealand

McGregor and Ford arranged things so Ford would ship parts to Canada for assembly there. The tariff still applied but only to the imported parts and not any Canadian manufactured parts. McGregor shipped the cars in parts (parts made in Canada and the U.S.) to Australia where they were assembled at various branches. In 1925 the first Ford assembly plant was set up in Geelong, a suburb of Melbourne, and to assemble cars from parts made in Canada.



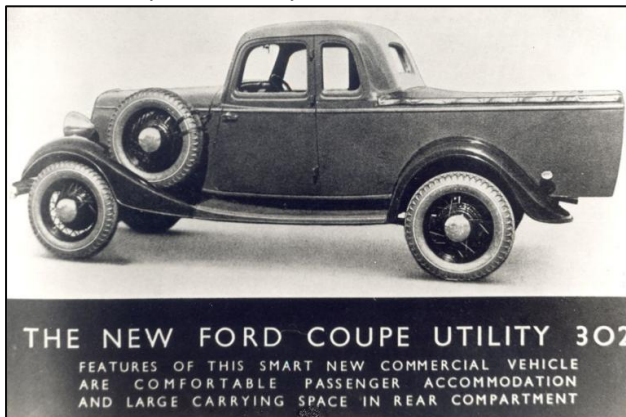
The Geelong assembly plant under construction in 1925.

By 1967, over a million Fords had been manufactured. Dave noted that Flathead Ford V8s were made for the Canadian and Australian markets for one more year than in the U.S., finishing in 1954.



The Canadian/Australian 1954 Ford was the last of the Flatheads.

A type of vehicle unique to Australia was the "Ute," a utility or coupe-utility vehicle. These were two-wheel drive cars with a cargo tray integrated with the passenger body. The result could be best described as a Ford Ranchero style vehicle. These started out when Lew Brandt, an Australian Ford designer, designed the vehicle in response to ladies requests for something that could take pigs to market as well as be something suitable to travel to church in on Sunday. The first Ford coupe-utility appeared in 1934 and are still in production by various companies today.



Brandt also designed long-range fuel tanks for Spitfire and Thunderbolt fighter planes in World War II.



Spitfires had wooden props! I'm not sure whether this qualified them to be called a Woodie or not.

Ford also produced a limited number of roadster-utilities during the 1930s. Another incentive for the production of the Utes was the fact that during the world-wide Depression of the 1930s banks would more likely lend money for the purchase of work-related vehicles, but less likely to lend for the purchase of a sedan. Only a handful of the Utes produced in the '30's are still in existence.



A beautifully restored 1934 Roadster Ute.

Using a map of "Oz" showing the various legs of his journey's (see 1st page) Dave provided a tour of the continent showing photos of many of the sights of the cities and countryside along the way. Once outside the cities, travelers encounter few other vehicles. This allowed Dave to stop often and get out of the car to take pictures. With gas stations often far apart, every 75 or 100 miles or so, when a traveler is stopped along the highway, other travelers will stop to make sure that the car and the driver are not in trouble. On these roads mobile phone (cell) service is non-existent. Definitely a sense of community looking out for one another in the back of beyond. Trucks travelling on these roads haul three or four trailers per truck which are labeled road trains. These are about 105 feet long, so passing them is not something to be taken lightly.



Each has a heavy duty kangaroo guard as a front bumper and photos Dave showed bore the signs of the odd encounter. He even had a brush with one on the road.



Kangaroos are big, powerful and dangerous so at one place where Dave stayed, fencing was quite strong to keep them separate from visitors.



Among the many highlights of the trip was a journey to Blue Mountain National Park, outside of Sydney. This is a World Heritage site with many hiking trails and the Echo Point lookout (Three Sisters) that is popular with many visitors. Dave noted that while the main trail to Three Sisters had some traffic, along any other trail in the park one would be mostly alone. Many waterfalls are found throughout the park that has 1,500 feet of elevation between the valley and the mountain tops. On the road out of Sydney Dave encountered some vintage Fords at a rest stop. It just so happened that a meet of a local Consul-Zephyr-Zodiac (all Ford products) club was taking place. In talking with the participants Dave found that the vintage car owners have to keep a detailed log book to show the car is not used for other than club events. Without such a log the car can be impounded.



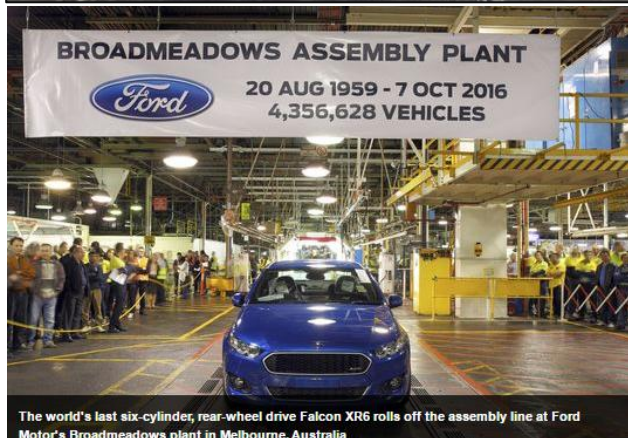
A Dave encountered these Zephyr and Consul owners out for a tour.

Travel south of Melbourne, along the Great Ocean Road, included a visit to the Twelve Apostles. These are stacks of limestone off shore that are up to 160 feet high. Because the limestone is easily weathered, and the rough waves of the Southern Ocean, one of the stacks collapsed in 2005 so only 8 stacks remain. The apostles are a key feature of the Australian tourism industry.



The Twelve Apostles.

One photo in the presentation was of a modern Ford dealership. Dave noted some of the models look familiar, while others are a bit different. For example the Ford Falcon remained in production in Australia from 1960 to October of 2016. Now the cars are made in Thailand.



The world's last six-cylinder, rear-wheel drive Falcon XR6 rolls off the assembly line at Ford Motor's Broadmeadows plant in Melbourne, Australia



A 2016 Ford Falcon Ute.

Manufacturing has ceased in Australia, accompanied by the demise of all the parts suppliers. Prior to 2006 it was illegal to drive a left-hand drive car on an Australian road and vehicles coming into Australia had to be converted to right-hand drive, which added to the expense for someone wanting to bring in a Mustang for example. One assembly line in Detroit was devoted to right-hand drive production of Mustangs for that reason. Places around the world where people drive on the left-side of the road are mostly former colonies of Britain, after the U.S. revolution, to distinguish us from the mother country, driving on the right side of the road was adopted.

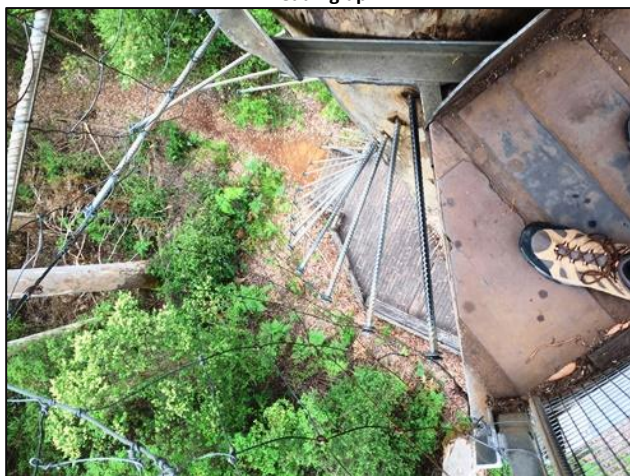
On Australia's west coast, gold was an attraction, and Dave showed a picture of him holding a reproduction of one of the huge gold nuggets found in the vicinity (the size of a large pizza) During the gold rush such large nuggets were melted down, but then someone realized the novelty of the size of the nuggets would bring more at auction than their value as gold.



A drive south from Perth took our intrepid traveler to groves of Karri trees, 300 feet tall, similar in size to the Redwoods in the U.S. Some of these are used as lookouts for forest fires. Instead of having stairs like lookout towers in the U.S. these trees simply had rebar pounded in to the tree, connected by cable. No railing, no treads, and nothing between rebar but space. Quite the adventure to climb!



Heading up.



Looking down.

Traveling north of Perth, Dave visited the coast to see Ningaloo Reef, a spectacular place for snorkeling.



That's not sand on the beach; it's made up of billions of miniscule sea shells.

The middle of the country also received attention with a journey to Alice Springs, followed by a drive of 275 miles to Uluru Rock (formerly known as Ayers Rock). This large sandstone rock is 1,142 feet high, and is one of the country's most distinctive landmarks. Because of its sacred significance, climbing the rock is now discouraged. It is also a place that can be quite hot with maximum temperatures greater than 100 degrees in many months.



Dave at Uluru Rock.

Finally, the journey took our traveler to Brisbane in time to make the 495th meeting of the Ford of Australia Queensland Regional Group. Fifteen of their members were at the meeting. Dave managed to sell 4 of our 2017 club calendars and donated a copy of our most recent roster to them. Club members Pam and Trevor Poulsen (*Trevor's a frequent contributor to the Valve Clatter*) hosted Dave as part of his final days in Australia, including a club cruise-in, which takes place every Friday. Dave showed photos of Trevor's garage, which houses both a '34 and '36 Ford Phaeton. Trevor also has a

'32, '35, and '38 Phaetons in his basement. Dave gave the opportunity to drive the '34 for a short distance. Travel to the cruise-in was in a late model Mercury.



Trevor's shop is also 2 cars deep.



Trevor and his '34 Phaeton.

Dave finished by noting some difference between cars in Australia and the U.S. These included the fact that sales tax is built into the price of gas and rounded up (\$4.00 a gallon out west around Perth where it was the most expensive). Cars in Australia do not automatically lock when cars get underway as happens in some U.S. models. The horn does not sound when someone remotely locks the car. Another interesting item is that no matter what city one is in the news on television is all national.



And now for the local weather...

At the conclusion, Dave showed many photos of the most recent Australian National Meet of Early Ford V8s.



Check out the Greyhound wooly-pully on this '35 Phaeton.



Yup, it's a 1938 Roadster.



We'll end with this 1946 or '47 Ute.

All in all it was a great program about a country and Fords most people do not get to see. At the end everyone thanked Dave for the presentation and also Howard Wiles for providing the refreshments for the meeting.

Lumbering Into the Past with a 1942 Ford Woodie

By Ken Gross

2017 marks the 75th Anniversary of the 1942 Ford. As I've owned two 1942 Fords, Editor Ken Burns reminded me that I'm the only living NVRG member who can claim that dubious distinction and asked if I'd write about my experiences with them.

Thinking back, I've been a Ford Woodie enthusiast since I was 16. My afternoon high school job was delivering fancy groceries to elegant homes for a specialty store driving a 1948 Ford woodie. North of Boston, where I grew up, we called these cars "beach wagons." With gleaming, honey-colored wood paneling, buttery tan leather interiors, capacious 8-passenger bodies and indestructible flathead V-8's, beautiful wood-bodied Ford (and Mercury) station wagons transported people and goods for decades.

Woodies transcended most class barriers. The cars were owned by everyone from average Joes to the very wealthy, by hotels, private schools and camps, by large families, hunters, photographers -- really anyone who needed more space than a sedan offered. Remember, there were no minivans or SUV's, back then.

Decades ago, Ford Motor Company sold more wood-bodied cars than all the other manufacturers combined -- over 16,000 in 1946 alone, and Ford even manufactured its own bodies in a specialized plant in Iron Mountain, MI. Ford was vertically integrated; the timber, kiln-dried maple and ash framing with mahogany panels, was grown in Upper Peninsula Ford-owned forests, then harvested, dried and aged, all in one huge facility. Skilled craftsmen hand-built, assembled and trimmed each body as they would fine furniture.



Block sanding the body between coats of varnish.

Then it was shipped to one of many local Ford assembly plants to be mated to its engine and chassis.



Check out all that bird's-eye maple on the front door!

As General Motors didn't sell as many wood-bodied wagons, suppliers like Ionia, Hercules and Joseph Wildanger built Chevy, Olds, Buick and Pontiac Woodies. Chrysler used the Pekin Wood Company in Arkansas to hand-craft its handsome, wood-bodied Town and Country models.

Wood is Good

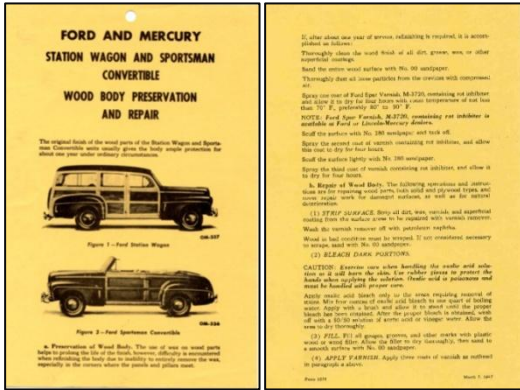
With their intricate, finger-jointed framing, tacked on boot tops and multiple coats of varnish, wood-bodied cars were complex and relatively expensive to build. Many pieces were made of rare bird-eye maple, resplendent with natural whorls and unique flowing patterns. These cars were beautiful, but they were weather-sensitive and subject to early demise.



The sheet metal was masked off before the varnish was sprayed.

Ford actually issued a hangtag with each wood-bodied wagon explaining how to sand and re-varnish

it every year. Woodies were fragile; a fender-bender that'd simply bang up a metal car body would reduce a hapless woodie to matchsticks. Our brutal Northeast winters meant these were three-season cars, at best. No one would stand for that today, but it was a different era.



Ford Motor Company supplied this hangtag suggesting owners re-varnish their cars every year.

As Woodies aged, older ones were highly prized by surfers, (they invented the term “Woodie” and Jan and Dean in “[Surf City](#)” made it a household word). Remember: “I’ve got a ’34 wagon and we call it a Woodie?” Hot rodders carved them up too, making the survival of these hand-built lumber wagons even more precarious. Highly desirable now, a vintage Ford Woodie is an ideal car for weekend family touring. That’s reflected in today’s five-figure plus pricing.

When my son Chris Barron, lead singer of the rock group “[Spin Doctors](#),” first struck it rich, he wanted a Ford Woodie like the one’s we’d had (a ’40 and a ’48) when he was growing up. So I found a ’42 woodie for him from George Coleman, owner of “Green Valentine.” Some of you may remember George’s tempting ads in *Hemmings* and his annual multi-car displays in the car corral at Hershey. I kept that car for Chris in Virginia (he lives in New York City), and after he sold it, I suffered more buyer’s remorse than he did. So I started looking around.



Ken was reunited with Chris’/his Woodie at Bob Rosenthal’s shop in June 2014.

Ford built 5,438 Super DeLuxe Woodies in its Iron Mountain, MI, plant before production stopped on February 10, 1942, for the war’s duration. Mine was body #653 and assembled in October, 1941. At \$1,100, it was the most expensive car in the Ford lineup that year.

Buying Blind

Since Chris had a 1942 Super DeLuxe, I looked for one of those. The homely, one-year-only grille didn’t bother me.



Head-on view of
**THE BEAUTIFUL
 NEW FORD FOR 1942**

With massive new styling—rich, new interior beauty—choice of V-8 or Six-cylinder engines—softer, steadier, easier riding—easier steering, gearshifting, braking—greater quietness and the same high standards of Ford quality.

I liked the fact that Ford had dropped the frame one inch for ’42, widened the track 2-inches, upsized

the springs and added front and rear stabilizer bars. The '42 was a rare model. As I mentioned before production of all American cars for civilian use stopped on February 10, 1942. As a result, Ford built only 567 DeLuxe Woodies (all 6 cylinder versions built specifically for military service) and 5,483 Super DeLuxes. Woodies slated for military use had their wood painted olive drab or gray. (*former NVRG member Lars Okeson owned the other '42 Woodie belonging to a Club member. It had been a US Navy vehicle and painted Battleship Gray. Ed.*) Many of them were driven extensively. Survivors were rare.



A WWII billboard recruiting driver's with Woodies to volunteer.

When I saw a photo ad in *Hemmings Motor News* for a Fathom Blue '42 Ford Super DeLuxe that had once been a Dearborn Award winner, I immediately called. The asking price was about 20 percent *under* my optimistic guesstimate of the car's market value. Restored by late NVRG member Ken Brown, an acknowledged author and woodie expert (*see the EFV-8 Club's 1941-48 Ford Book. Ed.*), this particular car had been driven all over the US. I wanted it badly, too badly to take the usual buying precautions.



The Woodie as it appeared on the rear cover of the Nov/Dec 1974 *V-8 Times*.

When the seller emailed photos, I was hooked. The wagon was located in Redlands, California, not

far from Los Angeles. While I 'coulda-shoulda' called a friend to inspect it, I didn't. "I have another Ford woodie," the owner explained. "My wife wants her garage space back." Some obviously missing parts in the photos (like the door handles!) were supposedly out being plated or polished." The owner said he wanted to keep the car "...just a few more weeks to do some additional varnish work." Who'd complain about *that*? Hey, it looked great in the photos.

The seller said he'd had several inquiries. I sensed he was close to making a decision. Jay Leno says, "Buy the owner, not the car." This guy sounded honest, so rather than bargain, afraid to lose out, I took a deep breath and sent a deposit. After I sent a cashier's check for the balance, the friendly seller FedEx-ed the California title and Intercity Lines shipped it right to my home in Virginia.

The Moment of Truth

When the woodie arrived, there were a few surprises, not all of them pleasant. Most importantly, the wood was fine, if a bit over-varnished, but the dark blue paint was cracked and checked in places. So were the tires. The battery and coil were incorrect, and there was a rat's nest of wiring in the engine compartment. The front seat was ripped. The once-lovely wood-grained garnish moldings were badly faded, as though the car had been stored outside, possibly under a carport, but still exposed to the sun.

Underneath, I discovered an ugly aftermarket muffler, leaky old-style lever-action rear shocks and dripping wheel cylinders. The anti-sway bar hung by a loop of bailing wire. The Columbia two-speed rear end, was there, but did it work? The cooling fan rattled; it had two-inches of play on its shaft. And the water hoses looked precariously aged.

That's what I saw in just *one* trip around and under the car. If you're thinking all of this could have been avoided had I had someone look the wagon over first, you're right, but, I rationalized, it wasn't *that* bad.

My talented friend and NVRG member, Warren Barbee, Jr., relined the brakes, installed rebuilt shock absorbers, fitted all the requisite rubber bushings, and tightened the steering box. Next, he installed an all-new dual exhaust system. I say, "If it looks like an old motorboat, it should sound like one." On went a pair of mellow-sounding Smithy glass-pack mufflers. New 6.50 X 16 tires were next. A factory up-size option, they had ribbed, art-deco-like sidewalls and neatly filled the wheel openings. A local trimmer

stitched up the seats, all hoses were replaced and the cooling system was flushed.



The Woody at the NVRG-hosted 1987 Eastern National Meet.

Although parts and labor blew through money I thought I'd made when I bought this car, I now knew the running gear was in good shape. I found a Fulton sunvisor on eBay, for that period-perfect look. Ed Clarke, the self-proclaimed "Woodieologist," from Larchmont, NY, supplied all the missing wood screws, plated carriage bolts and special woodie-only metal knobs you can't buy at any hardware store.

Mr. Fix-It Makes It Better

Warren carefully wet-sanded the car's faded finish. My daughter Kayla and I waxed the dry interior wood and hit the outside with lots of Johnson's Pledge. The woodie began to look like new again. A Ford accessory gravel shield, painted to match, filled the unsightly gap between the tailgate and rear bumper. Old-style directional signals made it safer to drive in traffic. I installed a modern 6-volt Optima battery, cleverly hidden in a Ford-style tar-top case. Step by step, the weary woodie was transformed from a neglected old crock to a reliable tourer. Most of this effort, I rationalized, is what you'd do anyway if you'd just bought any decades-old antique.

Standing back, looking at the transformation, I felt that I'd re-forged a link with the past. My refurbished Ford woodie evoked a bygone era when labor and materials were relatively cheap. Decades ago, Henry Ford respected the honest craftsmen of Iron Mountain, MI, training these men and giving them jobs for decades. Faded photos of the unshielded rip saws and smoky gluepots in the long-gone Iron Mountain facility would surely terrify today's OSHA inspectors. The shots memorialize Ford metalworkers and carpenters, working in a shadowy factory, painstakingly gluing, screwing and tacking these wood bodies together.



What could possibly go wrong?

The results resemble fine old country furniture. With its finger-jointed sections, mahogany insert panels, and a lattice-work roof under a rubberized boot topping, my Ford woodie had more in common with a small cabin cruiser than it did with a car.



The beautiful finished results of Ken's (and Kayla's) efforts.

Frugal Henry Ford used a 1941 Ford rear bumper from '41-to-'48. The taillights were recycled '33-'34 Ford lenses, another money-saver. A rear gravel pan was a dealer-added accessory. It fills the gap between the tailgate and the bumper and keeps exhaust smoke out. Facing World War II material shortages in 1942, Ford supplied its own soybean plastic, rather than using bakelite. The butterscotch-colored knobs and escutcheons in my car looked like faded parts off an old beehive radio.

Speaking of radios, there was an 8-tube Stromberg with a single dash-mounted speaker. It didn't play Glenn Miller or Tommy Dorsey any longer, but I'm sure it did, many years ago. Cruising happily on Virginia's backroads, with the wood creaking ever-so-slightly, seeing the smiles on my passengers' faces and acknowledging waves from appreciative passersby, I felt as though I've been transported back into the 1940's, when despite a global conflict, life was

infinitely simpler.

You're probably wondering why I sold the '42 woodie. Truth be told, a friend offered a very decent price for it. He owns several Woodies of various makes, loves blue cars and he was born in 1942. So I couldn't say 'no.'

Truth is, and glutton for punishment that I am, I'd love to find another woodie, so I frequently check the classifieds and note that prices seem to have stabilized, so this is a good time to be hunting for a lumber wagon. But next time, I will look it over first.

HENRY'S RAILROAD

Editor's Note: Here we are in February and Clem & Sandy's Old Car and Train Day is rapidly approaching so I thought it appropriate to run this article about Ford's DT&I Railroad. It was authored by Richard Heltzel, editor of the Sacramento Regional Group's Clutch Clatter and appeared in the June 2015 edition. It is reprinted with the author's gracious permission.

HENRY'S RAILROAD — THE DETROIT, TOLEDO, AND IRLINGTON

By Richard Heltzel



Henry Ford was obsessed with producing the highest quality cars possible

at a price low enough that virtually everyone could afford one. He realized that to do this, he had to control the entire production process involved in manufacturing automobiles — he could not rely on subcontractor/suppliers. He would have to do it himself if he was going to accomplish his goal. He set about to create what we would nowadays call “vertically integrated manufacturing”, i.e., raw materials went in the factory door and finished automobiles came out. He generated his own power with coal from his mines. He made his own steel from ore he hauled on his own ships. He made his own tools. He made his own glass and paint. In short, he made everything that went into the manufacturing of his cars.

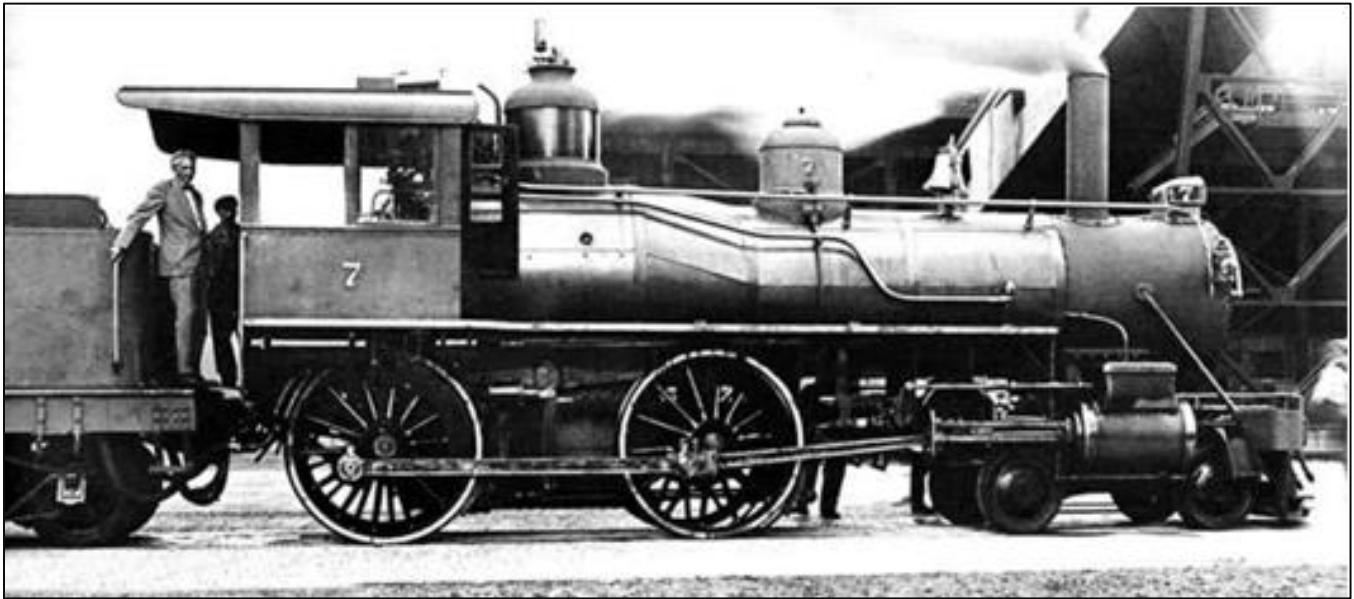
Almost all the raw materials arrived at the Ford plants by rail — the notable exceptions being iron ore and limestone, which arrived in Henry's ships — and finished automobiles were then shipped across the United States by rail. The only major aspect of the entire process that Ford did not control was the railroads and Henry didn't think much of the way the nation's railroads were run.

He thought labor rates were too high, work rules too restrictive, and management too larded with attorneys and executives too willing to accept the status quo. He was sure he could do it better. It was quite natural then, that Henry would start thinking of running his own railroad. In 1920, he got his chance when he bought the Detroit, Toledo & Ironton Railroad.



The Detroit, Toledo & Ironton, the “DT&I”, began life on May 1, 1905, having been cobbled together from several predecessor roads which had repeatedly been in and out of bankruptcy due to undercapitalization and mismanagement. Indeed, the DT&I — sometimes not-so-affectionately known as the “Darned, Tired and Irsome” — itself went into bankruptcy in 1908, but remained operational. The DT&I was strategically important to the growing Michigan automobile industry, as it connected with all the major east-west railroads in the Midwest. Its new owners, who had purchased the road in a foreclosure sale, were determined to make it a financially-viable operation. They proceeded to make necessary improvements in the road, including laying heavier rails, rebuilding bridges and trestles, and installing proper ballasting.

Shortly after the U.S. entered World War I in 1917, the federal government took over operation of the nation's railroads. Between January 1918 and March 20, 1920, the country's railroads were operated by the U.S. Railroad Administration (USRA).



Henry in the cab of one of the early DT&I locomotives

This experiment in nationalization is generally considered to have been a complete disaster, which thankfully was not repeated in WWII.

The toll on the DT&I was particularly heavy. It emerged from government operation in far worse shape than it had been at the outset of the war. The USRA had not properly maintained the rails and equipment and much of what had been accomplished in the years before nationalization had been undone by wartime wear and tear. It was in pretty sorry shape and would require dynamic leadership and vision if it were to achieve its strategic potential as a vital regional rail line connecting America's burgeoning automobile industry with the mainline railroads. Henry Ford was just the man to provide it.

Henry Ford purchased the DT&I on July 10, 1920, for \$5 million. For his money, he received over 300 miles of rundown main track and branch lines, 80 worn-out locomotives, 2,800 freight cars and approximately 20 passenger cars, most of which were in poor condition.

Henry appointed himself president and could often be seen riding in the locomotive cab. He poured vast amounts of money into the line, thoroughly modernizing and upgrading everything. New lines were built to connect the existing DT&I line with the massive Rouge Plant, being built on 2,000 acres of bottomland along the Rouge River.

Henry felt electrification was the answer to railroad motive power and started building overhead

catenary lines on the new Rouge Branch line. At the same time, Ford's engineers started building two articulated, motor-generator electric locomotives with Westinghouse components. Numbered 500 and 501, they were massive: weighing 785,600 pounds. They had a starting tractive force of 250,000 pounds achieved by converting 2,200 volts AC to 600 volts DC for the traction motors (by comparison, Union Pacific's "Big Boy" steam locomotives, generally considered to be one of the most powerful steam locomotives ever built, had a tractive force of only 135,000 pounds). Power for the line came from the Highland Park plant and was later augmented the Rouge Plant. Henry's vision was the complete electrification of the DT&I, but disenchantment with railroading and various difficulties limited the electrification effort to about 17 miles of track. As with most American railroads of the time, steam continued to provide the main source of motive power on the DT&I.



Ford-built locomotives on the DT&I



A DT&I Ford Model T track inspection car

The line thrived and saw numerous improvements under Ford's management. Rolling stock, especially the steam locomotives, were always kept clean and shiny, with lots of bright work and colorful paint, in stark contrast to the dirty, soot-covered equipment found on most railroads of the day. It is said that if Henry saw a dirty locomotive or car while out on an inspection, it was woe unto the road superintendent on whose division the dirty equipment was found.



DT&I No 254, Built by Lima, 1923

Henry's well known antipathy to unions carried over to the running of his railroad. Although he paid his workers more than other roads, he attempted to streamline work rules and keep unions out of an industry that had been unionized longer than any other in the country. His anti-union position inevitably led to labor friction.

This, combined with what he saw as continual interference and over-regulation from the Interstate Commerce Commission, led Ford to sell the line in 1929 to the Pennsylvania Railroad for \$31 million.

No doubt he made some profit over the original purchase price of \$5 million, but he had put so much into the road while he owned it, it is hard to say how much profit, if any, he actually made on the deal. Under its new owners, the DT&I maintained close ties with the automotive industry and continued to

prosper and serve as a vital regional rail link with the mainline railroads, thanks to the investment of money and energy it had received while it had been "Henry's Railroad."



A 1947 Ford track inspection car - at this time, the DT&I was owned by the Pennsylvania RR, but maintained close ties with Ford Motor Company and the rest of the auto industry

The author gratefully acknowledges his sources for this article: [Henry Ford - When I Ran the Railroads](#), Scott D. Trostel; [Henry Ford's Railroad](#), Mac's Motor City Garage; [The DT&I - The Railroad That Went No Place](#), William C. Pletz; [The DT&I](#), Wikipedia; [The Sad Romance of the DT&I](#), Railway Age Magazine, July 1920

2017 EASTERN MEET UPDATE



REGISTER NOW!

Troops,

The holiday season stretching from Thanksgiving to New Years is now in our rearview mirrors and before you know we'll be backing our V-8s out of the garage for the 2017 touring season. Don't wait for spring and the warm weather! Don't wait until the last minute or worst yet don't wait until you forget. Register NOW to attend the Eastern National Meet that we're hosting right here in Chantilly by going to <http://enm2017.cornerstonereg.com/> to

register or, if you registered early go there and complete your registration package. We need everyone's support to make this the best Eastern National Meet we've ever hosted.

Thanks,
Bill Simons

YOUR CHOICE RAFFLE

Hello Fellow NVRG Members,

As you know, the 2017 Eastern National Meet is set for June 7 through 10th in Chantilly, Virginia. It promises to be a good time with interesting events, tours, and much more. As the host, we will carry on the tradition of setting up a "**YOUR CHOICE RAFFLE ROOM.**" I've agreed to head this effort—but I'm asking for your help to make it a real success. The room itself will be a tribute to the 75th Anniversary of the 1942 Ford, Lincoln, and Mercury vehicles. This can be a lot of

F-U-N if we make it so, and while I don't know everyone in the club, I know it is full of fun folks (just go to *anything*—always a good time).

Today is February 1st, and this is our official "launch date," so you haven't missed a thing!

Currently we have almost a dozen early donations: two pedal cars, a decorative gas pump, an original Ford parts and chassis manual '38—44, a signed coffee table book, a 1934 memorial tray, a V8 engine governor, a hand-made V8 distributor lamp display (yes, it works!), a 15" neon sign, and a few other items. This is a good start, but we need lots more donations. Please consider making a donation to the raffle—it isn't cliché to say, "the more, the merrier" when it comes to a raffle of interesting items! I know there is talent galore out there, so please give a few moments of thought to what you can contribute. Ladies and Gents, what would YOU like to see at the NVRG's "Your Choice Raffle"? If you'd take a chance on it, others probably would, too. It's just that easy.

I look forward to hearing from you and working together on this project. Please don't hesitate to call or email me with any suggestions, comments, questions, etc. I'm here to serve you. **When you have an item(s) to donate, please let me know and I will pick it up from you.** Let's have some fun with this!

Best Regards,
Gay Harrington
703-888-0180 or hahsuj@gmail.com

EARLY FORD V-8 FOUNDATION NEWS

Early Ford V-8 Museum

"Preserving 1932-53 Ford History"



It has been brought to our attention that there is some confusion as to whether the Early Ford V-8 Foundation is related to the [Ford Foundation](#). The simple answer is NO. There is NO connection at all, except for the words, "Ford" and "Foundation."

The Ford Foundation was created in 1936 by Henry and Edsel Ford. The Early Ford V-8 Foundation was formed in 1992. We now refer to our organization as the Early Ford V-8 Foundation Museum.

There have been some questions in the past about this, and it was suggested that we drop the word "Foundation." Well, it's not that easy or wise to do. That word is part of our organization and needs to remain so. To change or drop it would take a considerable amount of time and money to do so. The IRS granted the V-8 Foundation 501c3 non-profit, educational status 25 years ago. Trying to change that now is not recommended.

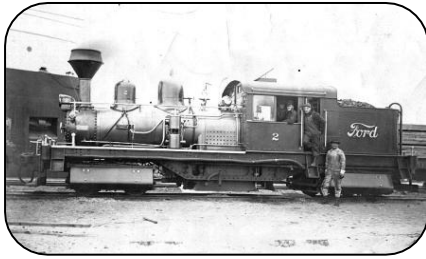
The Early Ford V-8 Foundation Museum is not affiliated in any way, shape or form with the Ford Foundation.

Any donations of money or gifts in kind to the Early Ford V-8 Foundation Museum will go to directly to our Museum in Auburn, IN. Nothing will ever go to the Ford Foundation which is headquartered in New York City. Recent internet postings concerning activities of the Ford Foundation should NOT be confused with the Early Ford V-8 Foundation Museum.

HENRY SAID

"When we are through, we shall have reproduced American life as lived; and that, I think is the best way of preserving at least a part of our history and tradition."

Henry Ford
Greenfield Village, 1928



YOU ARE INVITED TO The 44th OLD CAR AND TRAIN DAY

SUNDAY, FEBRUARY 12, 2017 from 12noon to 5 PM

@

THE CLEMENT HOME
12106 GARY HILL DR
FAIRFAX VA 22030

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

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





Vehicles For Sale

1936 FORD 5 Window Coupe. Same owner past 55 years; last 20 in covered, dry storage. 21 stud LB engine rebuilt in 1985. Extra running '36 engine. \$26,000 OBO. Located in PA. **Mike Gall** 814-619-8193 (11/16)



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)

Parts and Miscellaneous For Sale

NOS 1940 Ford Deluxe Grille and Grille Frame: Excellent chrome. \$1,050.00 or best offer. Will trade for a complete 5-gallon FRY Visible Gas Pump in good condition. **Clift Hardin** 540-775-9524 (2/17)



1953 Lincoln Capri Convertible and Coupe – lots of parts. Call for more info. **Mike Gall** 814-619-8193 (11/16)



Antique Farmall Cub Tractor. includes following implements: Belly Mower; Single Blade Moldboard Plow; Front Snowplow; Sickle bar mower. Has working hydraulic lift and PTO. Runs nice – needs paint & tires. Would make a great tractor for parades, etc. The implements need to be cleaned and serviced in order to make them operable. Asking \$1950.00 – contact me for pics and more info. **Al Edwards** Front Royal, VA, 703-408-8372, AlFromVA@aol.com (11/16)



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 concours 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)



1953 Ford Parts: 1953 Ford Parts: Hood (no dents) \$150, Rear Bumper \$40, Starter \$50, Two Generators \$40 ea., Misc. SS Body Trim \$15, WSWasher Glass Bottle & Brkt. \$50, R&L OS Door Handles \$20 ea, Two tail lights complete \$25 ea., Front Brake linings (new) \$20, Fan and Brkt. \$30, Two fuel pumps \$15 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. (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)



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

Model A Pickup Bed: Any leads appreciated. Contact Nick Arrington – nta1153@verizon.net or 703-966-8422 (02/17)



For 1939 Ford: 2 axle shafts, left axle housing, radius rods, driveshaft and torque tube. **Mel Herwald** 540-925-2222 or mherwald@mgwnet.com 01/17



Inside Window Molding for 1934 Ford 5 Window Coupe – **Ray Lambert** 703-595-9834 (12/16)



13 Tooth Main Gear Head that drives the distributor used only in 1954 and 1955 Y-Block engines. Need just the end of shaft Gear with 13 teeth or the complete distributor. **Leo Cummings** cell: 571-212-7747 (C) or rpmlhc@aol.com (09/16)



DC 1932 license plate. Any condition. Looking for a "wall hanger" to complete a mine project for my wall. **Jim Rodda**. jrodda1932@gmail.com (8/16)



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



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



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>February</u>	
8	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ford Part Numbering & Catalogs: Dave Gunnarson & Ken Burns – feel free to bring catalogs to share – Refreshments: Clem Clement
28	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
28	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>March</u>	
8	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: Stainless Steel Repair: Thetan Ogle – Refreshments: Nick Arrington
28	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
28	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>April</u>	
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: Modern Auto Painting. Chris Berry, Black Wolf Automotive – Refreshments: Jim McDaniel
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 .
22	Annual Spring Poker Run – more details to follow so get those V-8s, 6s and V-12 ready to hit the road.
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 align="center">Our Partial 2017 Tentative Calendar</p> <ul style="list-style-type: none"> + May 20 – NVRG/City of Fairfax Antique Car Show + June 7-11 NVRG Hosts the 2017 Eastern Nation Meet + June 13 – Ice Cream Social + July 15 – WWII Living History Display at Oatlands Plantation + August 26 – NVRG Annual Picnic at the Freund's + September – NVRG Annual Drive-In Movie Night + October – NVRG Annual Fall Tour
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Celebrating 75 Years of the 1942 Ford

Super DeLuxe STATION WAGON



FIRST CLASS MAIL

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Early Ford V8 Club
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