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Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

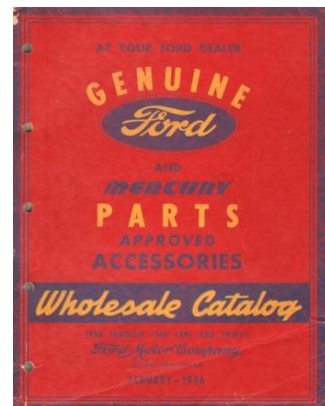
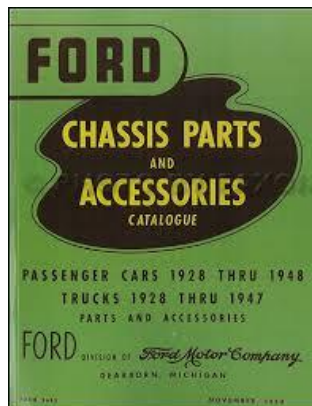
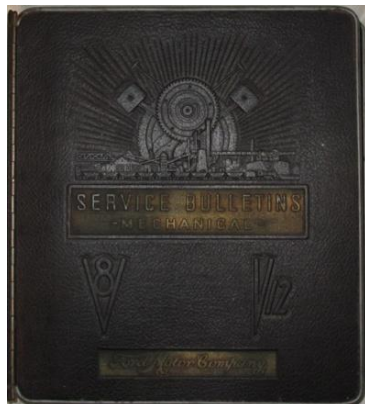
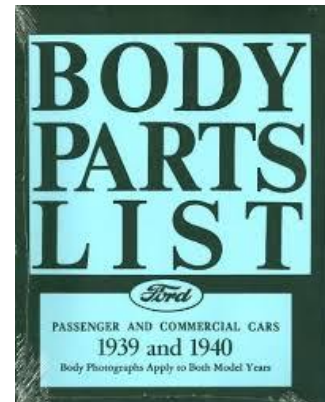
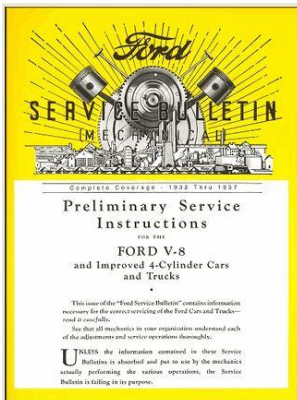
Volume XXXIX, No. 3

March 2017

Ken Burns - Editor

FORD PARTS BOOKS & MANUALS

By Dave Westrate – Images by Jim LaBaugh, Ken Burns & Dave Gunnarson



I have often said that a club (especially this club) is a beautiful thing. Our monthly program on February 14, 2017, proved it once again as Ken Burns and Dave Gunnarson took us to school on the inter-relationship of Ford part numbers, catalogs and manuals.

First, for those who may not know them well, a word of appreciation for this dynamic duo who shared their deep knowledge on this subject. Ken was just featured in the *V8 Times* for his decades-long effort to restore his two 1941 Woodie wagons. He has been a club member and leader for over 30 years and, as our newsletter editor, he has been immersed in Ford details and is a true expert.

Dave is an engineer, who specializes in environmental compliance. He has spent years in Akron, Ohio, in

Books continued on page 3

Up Front with the President



March 2017

PLEASE VOLUNTEER NOW FOR THE NVRG EASTERN NATIONAL MEET



The Eastern National Meet is just three months away and it is critical that we have enough volunteers to staff the many great events we will be hosting in Chantilly, Virginia from June 7 - 11. At our February membership meeting, Bill Simons circulated a volunteer sign-up sheet and we now have 27 members who have committed to help. We need at least 25 more volunteers. Now is the time to sign up to help. We need volunteers at the registration desk, in the raffle room, on show day, for the interesting tours planned, at the Cross Farm Picnic (including trip leaders there & back), event ticket takers, to assemble awards/affix brass plaques, and to place signage during the meet.

Please don't be bashful and remember that you can sign up to do more than one task. We would appreciate spouses helping out as well. For instance, we already have Ken and Helen Burns staffing the registration desk. Liz Simons, Jane Chatterton, Sandra Green, and Sara Freund are overseeing the social events. Please act now by sending an email to Bill Simons or me with your sign-up preferences. Together we can make this a truly successful and memorable event for our guests and NVRG members!

Best Regards,

Joe

2017 NVRG Officers & Terms	2017 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 (2017-18)	Programs Member – John Sweet
Secretary – John Ryan (2017-18)	Webmaster – Cliff Green (2016-17)	Tours Chair – Hank Dubois
Treasurer – Wayne Chadderton (2017-18)	Valve Clatter – Ken Burns (2016-17)	Tour Member – Art Zimmerli
	Sunshine – Keith Randall (2017-18)	Property & Refreshment – Mark Luposello
	Past President – Jim McDaniel (2016-17)	At Large – Andy Koerner
		At-Large – Jim LaBaugh

Books continued from front page

charge of PBC mitigation at the Goodyear Airdock hangars. This put him within shooting distance of Dearborn, Michigan, where he often visited The Henry Ford archives to research microfilm files for details on how to correctly restore his 1935 1 ½ ton Ford truck. There are very few of these big trucks to look at, and parts are rare. Dave knows that truck now, as he has researched every detail. Dave and Ken were supported by members Dave Henderson and Steve Groves, who brought items and books for display and discussion as well.

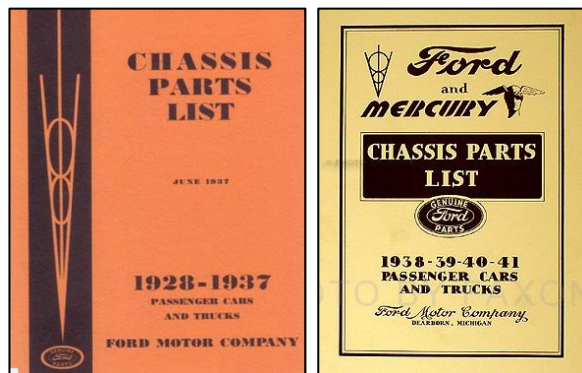
I often think of how interesting it would be to have sat in on engineering and senior staff meetings at Ford in the 21 years of the V8 - as decisions were made that we try to understand today. Why did they do things the way they did? We have to try and understand the "nuts and bolts" of this program in the context of the dynamics of the automobile industry of the day. These dynamics were apparent in the presentation as Dave and Ken reviewed the manuals, catalogs and part numbers for the V8s.

There was heavy competition with other car brands that forced constant and rapid change in design and engineering. There were failures in new parts that caused quick changes and revisions, and these quick changes had to be referenced in the manuals, as well as the more normal year to year changes for the same type part.

The Second World War hit in the middle of the V8 era, and that turmoil is reflected in the books and manuals and interjected a significant international aspect to the V8. Our member Colin Spong is restoring a right hand drive V8 Woodie war wagon in England that was built by Ford in Canada. We also just enjoyed a program by Dave Gunnarson on Fords in Australia and their differences.

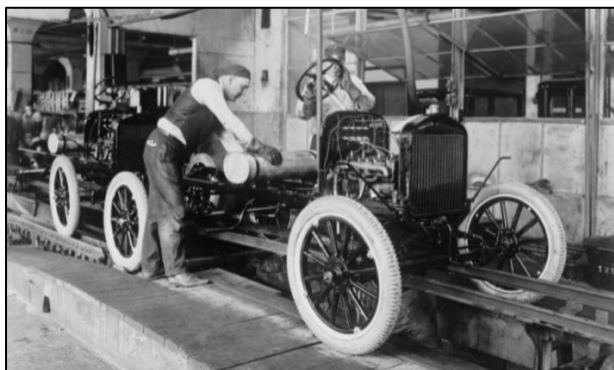
Dave and Ken opened their presentation by pointing out that this is a very complex body of knowledge and their presentation was to the best of their knowledge with some opinion, deduction, and guesswork, but no "lies." Dave pointed out that having the correct part number was essential to productive research in the Ford archives. And, once in the archives, how valuable the drawings and illustrations are - especially for something as unusual as his '35 stake bed. Correct parts, assembly, and finish are important if you are going to have your vehicle point judged. If it is a "driver," the concern should be that the part works.

The resources available to help research these issues include:



Chassis Parts Lists

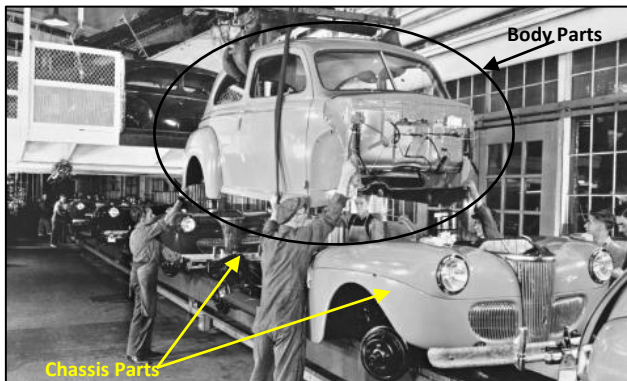
The Chassis Parts List book has its roots in the Model T era and sometimes covers more than a single year. Multi-year lists occasionally have discrepancies since they told dealers what parts were currently available in the Ford supply system vice what particular part was installed at the factory. The Lists above would be most accurate for owners of 1937 and 1941 vehicles. The contents of the Chassis Parts List are driven by the assembly line process, as this book includes references to the parts on the car as the "chassis" rolled down the assembly line before the body was dropped on it. Some have helpful illustrations, but not all. And some have many diagrams, such as brake systems with part numbers.



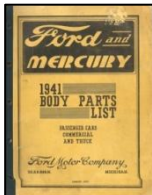
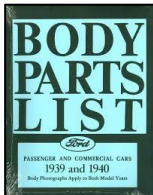
Model T assembly line sometime after 1916. Note the chassis is rolling down the assembly line on its own tires over an open pit.



In this 1934 assembly line photo the body of this Roadster (?) is about to be lowered onto the chassis. The front fenders are already attached.



This 1941 body drop neatly sums up whether you should look in the Chassis Part List or the Body Parts List.



Body Parts Lists

These referenced books cover the parts on the body as that assembly dropped from above on the assembly line onto the chassis. There are differences year to year as some had drawings, some had pictures, and some had just a raw parts list, as reflected below:

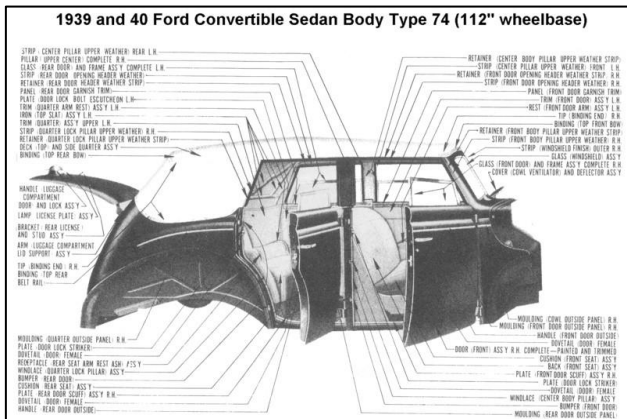


Illustration from the 1939 and 1940 Body Parts List

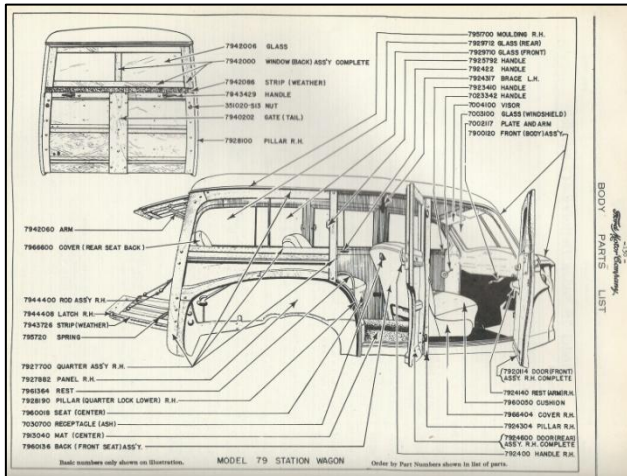


Illustration from the 1941 Body Parts List

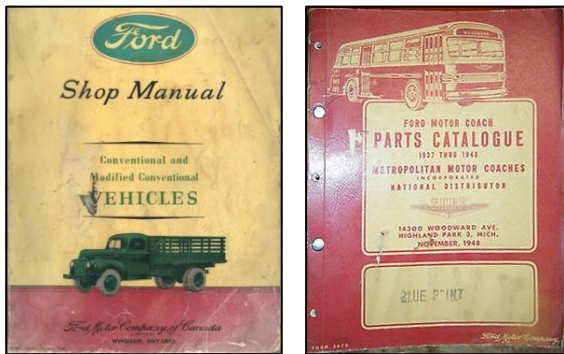
GENUINE Ford PARTS		BODY PARTS LIST		GENUINE Ford PARTS	
1936 COMMERCIAL AND TRUCK					
MODEL 51-950-PLATFORM					
AND					
51-955 STAKE-157" Wheelbase					
BB-185052	Bar (floor to chassis "U" bolt)	BB-185048	Bolt (floor to chassis frame "U") long	BB-185058	Bolt (floor to chassis frame "U") short
BB-185044	Bracket (floor side sill to frame)	AA-188305	Connection (rear rack) center	AA-188308	Connection (rack) R. H.—front, rear, side front, side rear
AA-188309	Connection (rack) L. H.—front, rear, side front, side rear	AA-186304-B	Hinge (side rack) front L. H.—side rear R. H.—side center front L. H.	AA-186305-B	Hinge (side rack) front R. H.—side rear L. H.—side center front L. H.
BB-185078	Member (floor side) assy.—R. H.	BB-185079	Member (floor side) assy.—L. H.	BB-186330	Panel (metal side)
AA-186310	Pin (hinge) and chain assy.	AA-186307	Pin (side rack hinge) long	AA-185060-B	Plate (floor side sill to "U" bolt)
AA-185064	Plate (floor side sill to cross sill)	BB-185235	Pocket (stake) front—center	AA-185292	Pocket (stake) front—end
AA-185294-B	Pocket (stake) side and rear	BB-186200	Rack (front) assy.	BB-186202	Rack (front side) assy.—R. H.
BB-186203	Rack (front side) assy.—L. H.	BB-186204	Rack (rear side) assy.—R. H.	BB-186205	Rack (rear side) assy.—L. H.
BB-186207	Rack (intermediate side)	BB-186220	Rack (rear) assy.—R. H.	BB-186221	Rack (rear) assy.—L. H.
BB-185091	Sill (floor cross) assy.—No. 1	BB-185092	Sill (floor cross) assy.—No. 2, 3, 4, 5 and 6	BB-185097	Sill (floor cross) assy.—rear
AA-186200-B	Stake assy.	AA-186230-C	Stake (front) center—rear	BB-185145	Strip (floor board skid)

Using several Body Parts Lists Dave was able to compile a comprehensive list of all parts required to construct an authentic replica of the bed produced by Ford for his 1935 157" wheelbase truck.



Standard Parts Catalog

The Standard Parts Catalog covered those parts that were standard to all vehicles, such as bolts, nuts, washers, screws, rivets, other fasteners, and miscellaneous parts. The first step in using this book is to use the Chassis Parts or Body Parts Lists to determine the type of bolt, nut, and finish, etc., that you're looking for; then to use the part number to get to the correct section in the Standard Parts Catalog. Then, with the correct size for that bolt, you would proceed to a further breakdown by items such as head size, length, threads, finish, and whether the bolt had a drilled hole.

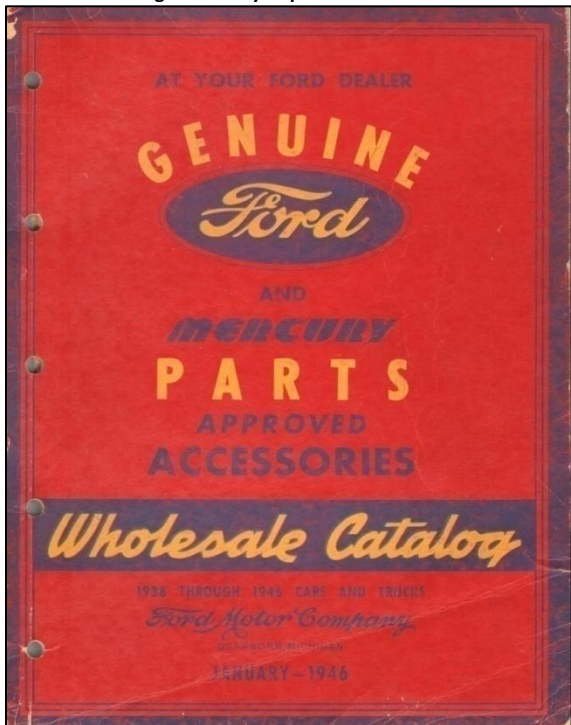


Other Reference Books

Examples are a parts catalog for a 1937-48 Ford Motor coaches and another example is the Shop Manual for vehicles built by Ford of Canada for the Canadian Armed Forces during WWII. There are numerous other reference books over the years, and the presentation was augmented with a display of over twenty-five various books.

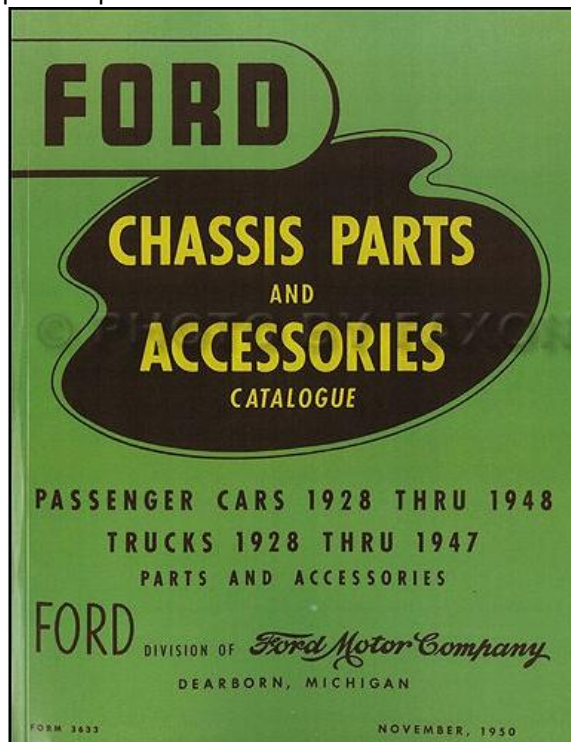


Steve Groves brought an array of publications for Shoebox owners.



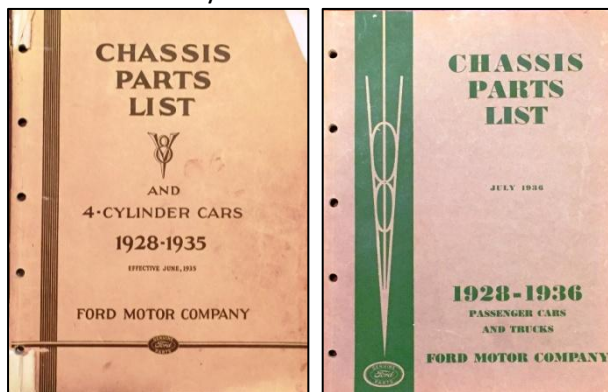
Another example of an interesting book is a

wholesale catalog of parts and accessories that was intended for use by jobbers or Ford authorized repair shops.



Ken bought his "Green" Book at the local Ford dealers

The Ford Chassis Parts and Accessories Catalog is perhaps the most widely recognized and used publication for today's V8 enthusiasts. Different versions were the first books that both Dave and Ken had when they started their Ford journey. Dave's first Chassis Parts List had a truck parts section buried at the very end.



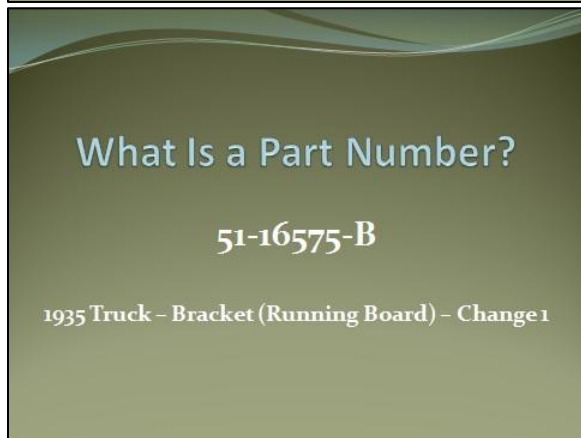
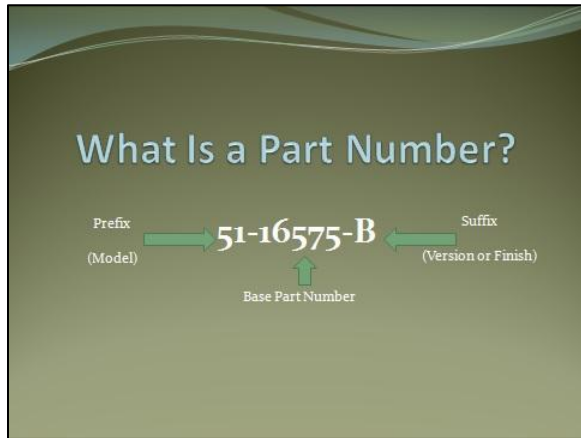
These are Dave's first Chassis Parts List purchases

The team commented that the "Green" Book has a lot of great information but only lists what was available through Ford Dealers in 1950, but not necessarily what was originally installed on the cars. Dave commented that the term NOS (New Old Stock) should actually be (New Obsolete Stock), as it would be more descriptive.

As we moved into the next section of the pro-

gram, Ken commented that in preparation he recognized that Ford's approach to the orderly classification of assemblies and parts was according to their natural relationship, much like the taxonomy of the natural relationship of plants and animals in mother nature's world.

ABOUT THOSE CONFUSING PART NUMBERS



As shown above in the slides, part numbers are made up of three basic components. The left side indicates the model of the vehicle, the middle is the basic part number, and the right is the version and/or finish of the part. The right column of the table below shows the prefix number (model) for Ford trucks from 1932 through 1939.

1932	4 Cylinder and V-8	BB
1933-4	4 Cylinder and V-8	BB
1935	V-8	51
1936	V-8	51
1937	V-8 60 131 1/2" Wheelbase	75
	V-8 85 131 1/2" & 157"	73
1938	V-8 60 1 Ton Truck	82Y
	V-8 85 1 Ton Truck	81Y
	V-8 85 Regular Truck 134" WB	81T
	V-8 85 Regular Truck 157" WB	817T
	V-8 85 Dump Chassis 134" WB	81U
	V-8 85 School Bus Chassis 191" WB	811T
	V-8 85 Cab Over 101" Chassis	811W
	V-8 85 Cab Over Dump Chassis 101" WB	811Z
1939	V-8 85 Cab Over Chassis 134" WB	81W
	V-8 85 Cab Over Chassis 157" WB	817W
1939	14 Chassis & HP Combinations	I Quit!

So, for example, in the first slide below, my '39

Ford Woodie is an 85 horsepower so the prefix is 91A. Following Dave's reference to his 1935 truck, his prefix is 51.

1932	V8	18
1932	4 Cylinder	B
1933-4	V8	40
1935	V8	48
1936	Ford V8	68
	Linco-Zephyr V12	901
1937	Ford V8 - 60hp	74
	Ford V8 - 85hp	78
1938	Linco-Zephyr V12	HB
	Ford V8 - 60hp	82A
	Ford V8 - 85hp	81A
1939	Linco-Zephyr V12	86H
	Ford V8 - 60hp	922A
	Ford V8 - 85hp	91A
	Mercury V8 - 90hp	99A
	Linco-Zephyr V12	96H

The next graphic shows how major parts groups are assigned a group of a thousand numbers, which allowed for a lot of flexibility for many years. Such as 9,000 to 9,999 for the fuel system.

Part Number Series	Parts Group
1000 - 1999	Wheels and Tires
2000 - 2999	Brakes
3000 - 3999	Front Axle and Steering
4000 - 4999	Rear Axle and Drive Shaft
5000 - 5999	Frame, Battery and Exhaust and Springs
6000 - 6999	Engine
7000 - 7999	Transmission and Clutch
8000 - 8999	Cooling System
9000 - 9999	Fuel System
10000 - 10999	Electrical Charging System
11000 - 11999	Starter Motor and Lighting
12000 - 12999	Ignition System
13000 - 13999	Lighting
14000 - 14999	Wiring
15000 - 15999	Miscellaneous Accessories
16000 - 16999	Chassis Sheet Metal
17000 - 17999	Tools, Speedometer, Windshield Wiper, Bumpers
18000 - 18999	Shock Absorbers and Accessories
19000 - 19999	Reserved
20000 - 99999	Standard Parts
100000 - 999999	Body Parts

Then the major groups can be subdivided as needed. For example, 16,000 to 16,999 – Chassis Sheet Metal is broken down further into sub-groups so 16,450 to 16,524 deals specifically with running boards.

Part Number Series	Parts Groups
16000 - 16149	Front Fender
16150 - 16449	Rear Fender
16450 - 16524	Running Board
16525 - 16599	Running Board Shields
16600 - 16799	Hood

The third component (suffix) of the part number tells you whether this is the original design of your particular part or a modification of the original. In Dave's running board bracket case, it is a "B", so it is

the first basic change in design. "C" would be the second change, "D" the third, etc.

Ford Suffix Codes

Part Number Revisions

- A = Original design
- AR = Modified design
- B = Change 1
- C = Change 2
- D = Change 3
- Etc.

To reinforce this lesson, Ken took us through the process of researching the tailpipe for his '41 Woodie wagon. Ken's 1938-39-40-41 Chassis Parts List has two entries for 1941 tailpipes:

- 11A-5255-A 11A, 19A except 79
- 11A-5255-B 11A79, 19A79

A quick search of the "Green" Book indicated that the 11A-5255-B tailpipe was 6" longer than the "A" version.

Same Process

Prefix (Model) → **11A-5255-B** ← Suffix (Version or Finish)

↑

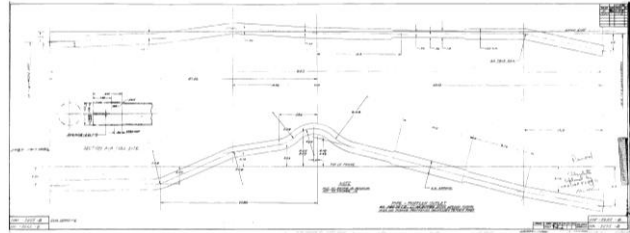
Base Part Number

Besides knowing the model year now you need to know the code for body styles. A little bit more research about Ford's numbering system shows what the "79" body type is.

Body Type	Name	Body Type	Name
11A-67-A	Deluxe Coupe - Aux Seats	11A-73-C	Special Fordor Sedan
11A-67-B	Super Deluxe Coupe - Aux Seats	19A-73	Town Sedan
19A-67	Coupe - Aux Seats	11A-76-A	Super Deluxe Convertible
11A-70-A	Deluxe Tudor Sedan	19A-76	Club Convertible
11A-70-B	Super Deluxe Tudor Sedan	11A-77-A	Deluxe (5 Window) Coupe
11A-70-C	Special Tudor Sedan	11A-77-B	Super Deluxe (5 Window) Coupe
19A-70	Sedan	11A-77-C	Special (5 Window) Coupe
11A-72-A	Super Deluxe Sedan Coupe	19A-77	5 Window Coupe
19A-72	Sedan Coupe	11A-79-A	Deluxe Station Wagon
11A-73-A	Deluxe Fordor Sedan	11A-79-B	Super Deluxe Station Wagon
11A-73-B	Super Deluxe Fordor Sedan	19A-79	Station Wagon

It turns out that the "79" body style designates station wagon bodies for both Ford and Mercury Woodies. Armed with this knowledge Ken went

online to The Henry Ford archives and requested a copy of the engineering drawing for the 11A-5255-B tailpipe.



To make this even more complicated, there are "assemblies" and "various parts". An assembly is a part made up of parts which in themselves can be made up of parts. (This will be a question in the quiz). For example, the truck bed on Dave's truck is the stake bed "assembly."

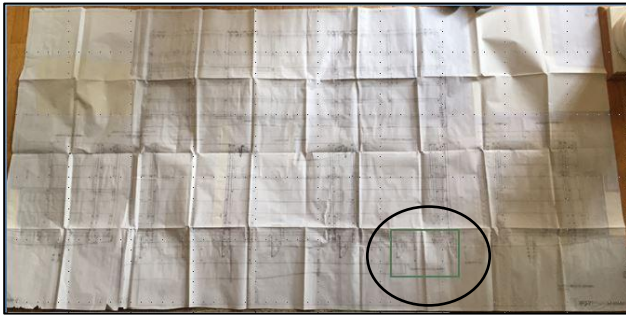


As we wrapped up, Dave showed us the difficulty he had in finding the correct design of a wood member which runs from front to back on his truck that supports the bed.

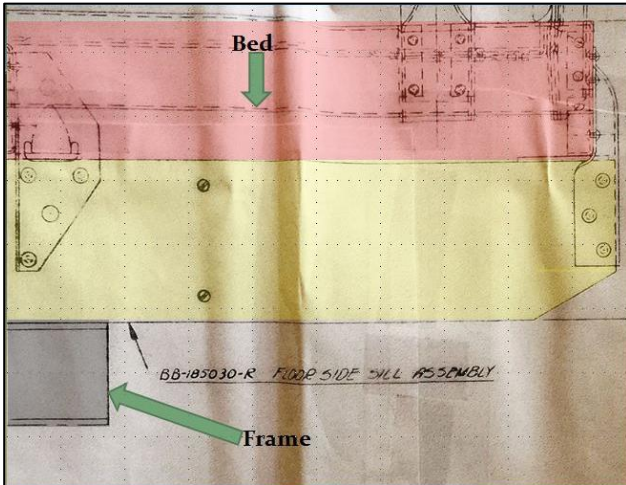


This picture shows one that is not correct because it is not as tall as the original, but the restorer did what they thought was correct. Dave, in his research at Dearborn, stumbled on a reference to a part # on a drawing for this wood beam. See the box on the slide below.

That took him to a drawing with the detail he needed to duplicate that beam exactly as Henry made it.

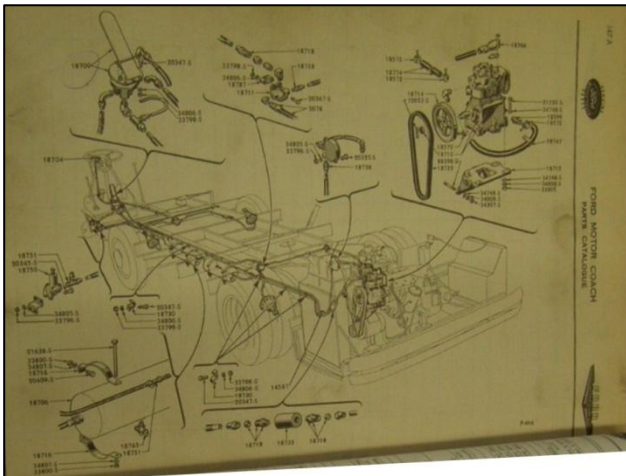


Small rectangle in circle is enlarged below.



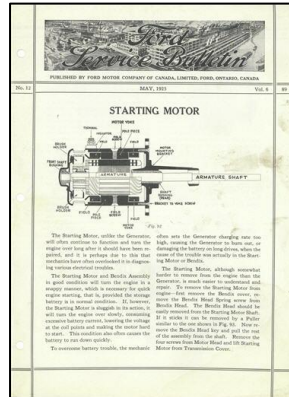
Similarly, Dave took us through his research on fan blades for 1935 big trucks.

Ford books have had a variety of illustrations and diagrams over the years, and sometimes the unique books provide us with information probably found nowhere else; for example this illustration from the unusual 1942 Ford Bus manual.

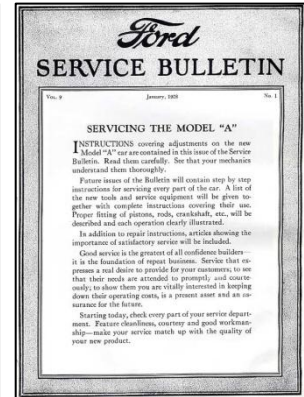


Ford Service Bulletins

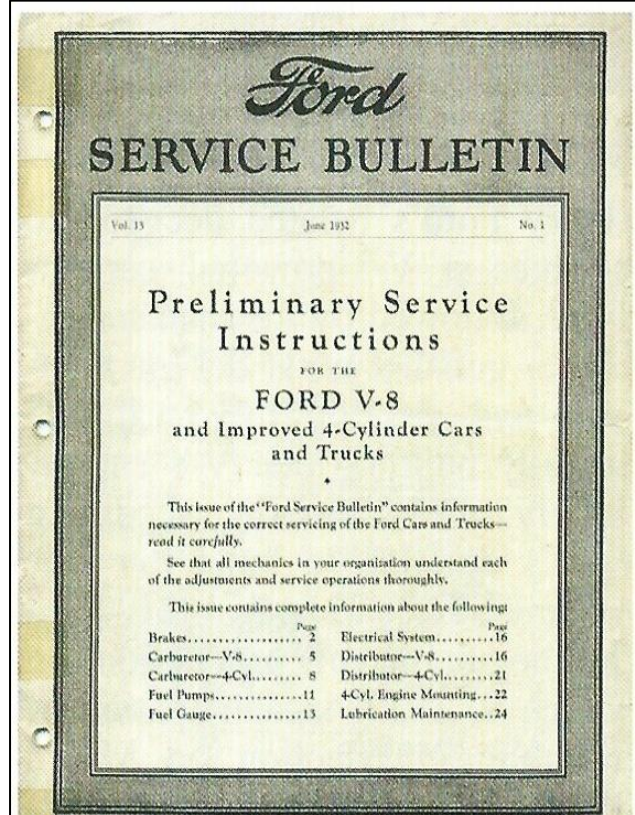
The final part of the program covered the Ford Service Bulletin system over the years. These were published each month starting in 1909 as a magazine and continued throughout the Model A production run.



May 1925 Model T Bulletin



1st Model A Bulletin – January 1928

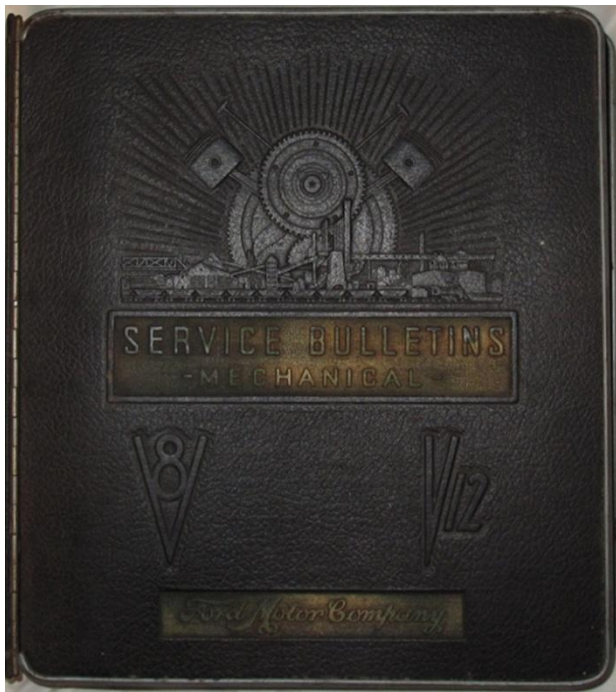


First V-8 Bulletin – June 1932

Between 1935 and 1937 the Service Bulletins were printed in four color separation.



In 1938 the Bulletin system was updated to a loose leaf system. The dealers were charged \$2.50 for each binder, which was tabbed for easy reference, consistent with the major number series for the parts books. For example 9,000-9,999 brakes.



An early Service Bulletin binder cover. Later versions of the cover did away with the V8 and V12 but included the words Ford, Mercury and Lincoln.



Service Bulletin tabs allowed mechanics to easily find information by subject.

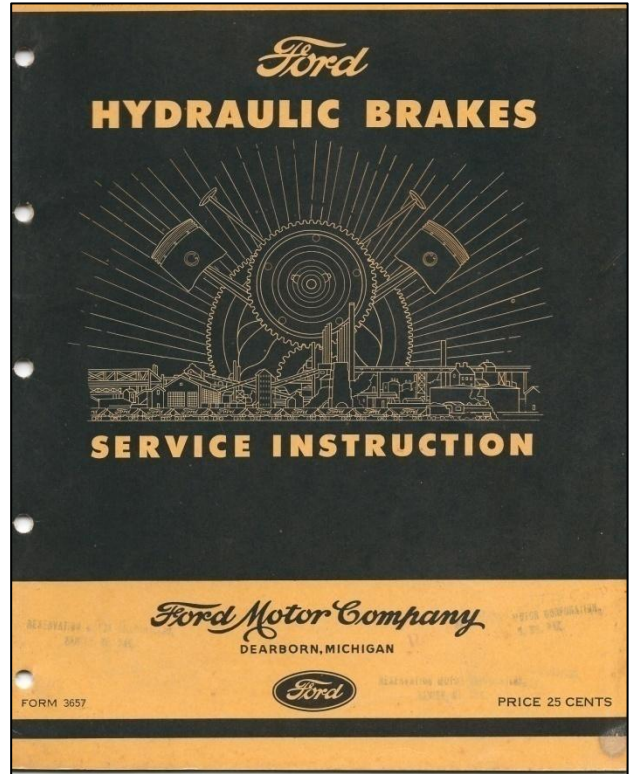
- 000-999 Service Management
- 1000-1999 Wheels & Tires
- 2000-2999 Brakes
- 3000-3499 Steering Gear
- 3500- 3999 Front Axle
- 4000-4999 Rear Axle
- 5000-5299 Springs

The "Green" Book used a similar system that allowed parts counter men and mechanics to thumb the edge of the book and find the appropriate section.



Again essentially the same numbering protocol is used Beginning in approximately 1934 Ford also be-

gan producing film strip and phonograph training sets for use by Ford, Lincoln (when the Zephyr was introduced) and later Mercury dealers to introduce the yearly new product line, and to train both sales and service staffs. An example of this is the set used to train mechanics in repairing hydraulic brakes.



The film strip cites the same operation (C-2-A) as does the Service Bulletin. Note the Service Bulletin just above the operation slide.

As experienced mechanics left for the Armed Forces in WWII, Ford began production training sets for both the military and mechanics servicing civilian vehicles on the home front.



Hydraulic brakes had their own book, as did vehicles produced for the Second World War effort.

I sometimes read my parts books to help put me to sleep at night. Now that I understand what I'm looking at, I will make more use of these books. Our thanks to Ken and Dave for the effort they have made to educate us on this complex subject.

Dave Henderson showed us a very interesting book on what Ford parts could be used in other makes of cars. The book advocates that Ford parts were better and cheaper. For example, Ford transmission cluster gears could be used in Dodge, Chevrolet, Diamond T, Reo, and Divco milk trucks.

CLEM & SANDY'S OLD CAR & TRAIN DAY

*By Sandy and Clem Clement
As told to Jim Gray with an A*

Well, our #44 Old Car and Train Day is now a fond memory. The stresses of event-prep are past us; in our bodies, we still feel the good feeling of having worked hard to present a warm scene where friends and neighbors can gather, relax and visit. Everyone seemed to have had a fine time.

Thanks to the train room setup crew who came a couple of weeks before and struggled mightily thru

the morning sticky buns, donuts and coffee to fix the trains. When they ran out of energy, Miss Sandy plied them all with homey-made Chili and Philadelphia soft pretzels at lunch so they could go fix even more trains... no facts or "alternate facts" were discussed during the work. PERIOD!

The little Baurer tin railway in my train room got a workout. After Mrs. Lad got to operate it a few times, she remembered one in her family way back when. She was thrilled. I worked for her husband 30 years ago. We hung out telling truthful stories.

My new standard gauge J-611 locomotive showed off her stunning build, hulking over a more modest O gauge engine. She had her first run at the Rockville train show and a second run at the Winter Wonderland event in Manassas. Her motor is a bit sick so she did not run. Also, the cars and loco are too big for my layout without moving much of my buildings and citizenry. I need a beeeeg train room!



(And my garage is crying for something to fill the huge empty space left by the Packard's flight away). The kids who attended played super hard with the toys and trains set up on the carpeted garage floor, and when they got too chilly, found the trains on the floor in the train room. Asher Nelson ran his own railroad for quite a while.



The rare Delker double helix in the back of the

garage took too many hours of chasing poor connections and rewiring before the day, but she showed off her action by a flawless performance with a single locomotive on board. She did not like cars running behind the loco and tossed all that tried right off the track. More work for me. Golly that rig is noisy. No wonder the system is so rare. I don't know of another in Virginia.

Weather was a bit chilly with a light rain until about 1 p.m. It cleared off nicely in the afternoon. We hosted: 2 Mustang Cobras from my next-door neighbor; 2 Model A's; a '87 El Camino; and my '39 Ford truck, which is currently a hangar queen.



My traditional talk led to a lot of bantering back and forth – Jaime Nelson, Jim & Kathie Gray's daughter, reports that Grace Nelson – at 7 years of age – actually sat still and listened to my whole talk! All this as little brother Asher played trains!



Max Moysey (a neighbor's son) also likes the chicken

It's always a wonder to me about the wonderful food that appears. Thanks all for the festival of food.

Scott Nelson, Asher and Grace took the floor as Mom & Dad helped Sandy and me clean up. Apparently the train room is great for tossing a beach ball.



All in all, a great day for a mid-winter gathering to catch up on each other's happenings, and cheer all up with the winter still upon us and the country in such a state.

During all this hubbub, I hid so much stuff I can't find anything now. Did anyone happen to see where I hid my shoes when you were here?

Thanks to everyone who helped and to everyone who visited. We hope to see you all again next year.

Another Fun & Fabulous Old Car And Train Event! By Gay Harrington

My hat goes off to Clem and Sandy Clement for yet another wonderful time at their annual Old Car and Train day. The weather cooperated nicely, the food was varied and delicious, and everyone was smiling. The Clements always make it look easy to host several dozen people, most of whom have an affinity for Sandy's homemade chocolate fondue!

This year I asked my brother Steve if he'd like to come along. Not one to refuse food and friends, he accompanied me. I didn't expect him to immediately be drawn to Clem's Model A, "Smokey," which was smiling at us as we entered the garage. Those headlights were a-twink-a-ling!



Clem, Smokey, the rubber chicken and Model Aer Bill Sims

Steve was the first one to ride in my '49 pick up truck, but "Budster" hasn't gotten nearly the compliments "Smokey" did... humm... maybe I need to get some rubber chickens or signage? All the food was great and Steve felt moved by his sweet tooth to find the baker of the gingerbread trains (Kathy Gray) and the chocolatier (Sandy) to thank them especially for these delights.

Our host Clem gave us an interesting, detailed view of the train changes and updates, along with bringing lots of folks into the loop. Clem's knowledge of trains, train history—even *Russian trains*—is remarkable. Sharing it all so openly is a testament to Clem's generosity. He's an expert and a teacher all in one. Great combination.



Steve Harrington listens as Clem enlightens the us with his encyclopedic knowledge of all things pertaining to trains.

THANK YOU, Sandy & Clem for opening your warm home to us and making another fond memory to share!

TECH TALK

Another Shoebox Tip

By Jim McDaniel

My thanks to Keith Randall for noticing something on my '51 Cruiser that I didn't see, and something that's hard to see unless you're specifically looking for it. His eagle eye may well have saved me a breakdown at some future time.

In disconnecting the accelerator linkage from the back of the pedal, while installing the kick-down switch for my new overdrive, he showed me a significant "notch" in the end of the pedal linkage that connects to the linkage that goes up to the carburetor. The notch was well defined and looked like it could have been machined into the linkage. Neither of us were really sure if the notch belonged there but I figured I better check it out before re-installing a part that might be damaged to the point of failing.



Talking with Chris at Shoebox Central when I ordered the overdrive relay, I asked him about the notch on the linkage. He said it should **NOT** have a notch. He had a used one so I had him send me one.



Guess which one is the wrong one

Just got it today (2/10/17). NO NOTCH! See the attached two photos. Mine was worn about 2/3 the way through.

If you have a shoebox, and maybe other models too, you might want to check yours for similar wear.

Woodgraining Services

By Ken Gross

I wanted to share with fellow EFV-8 Club members some information about a local craftsman, Keith Payne, who just woodgrained the dash panel and garnish moldings in my 1939 Ford Convertible Club Coupe.

Keith's company is called Old Dominion Oyster Restorations. He offers Concours Quality woodgraining, specialty painting and polishing.

He lives in Round Hill. His contact information is:

- Website: www.olddominionoyster.com
- Phone: 571-442-0625
- Email: payne@olddominionoyster.com

An earlier owner had painted over the woodgraining in my car, so Keith first media blasted all the parts to strip off the old paint.

He sanded the parts and he's capable of removing and filling dents — although he didn't have to do that here. He then applied a high build primer.

Next he sprayed on several coats of the correct base formula and followed that by applying the grain pattern with the correct ink.

He sprayed several polyurethane clear coats, wet sanding between each coat, then buffed the pieces to achieve a beautiful-looking wet finish.



The photos speak for themselves. His price was very reasonable. It was necessary to remove all the parts from the car, and Keith returned everything looking like new.

If you have chrome trim or hubcaps with lettering that needs to be painted, Keith can airbrush the lettering.

He has worked on interior and trim parts from many makes, not just Fords.

I am sure EFV8 Club members will be delighted with Keith's work. I certainly am.



EMAIL BAG

More on Fords in Australia

By Trevor Poulsen

Hi Ken, Thanks for the latest February 2017 Newsletter. It was interesting to read of David Gunnarson's story. The photos from the Nationals were mine, and there are a few corrections.

The 54 Skyliner is a recent import, probably from

the USA, as it is still LHD.



In Australia, the only choice of body style that we got was the Customline Fordor Sedan, or a Mainline Ute. No other body styles were ever offered.

Low Bandt is the father of the Ute. (*not "Brandt" in the Feb Valve Clatter. ED.*) That light green Roadster Ute is a 33 model (*I mislabeled it as a 1934 model. ED.*) and was sold overseas. I believe that it is presently in Canada, and was up for sale.



Regarding the price of Petrol here (Gas), \$4 a gallon is not correct. At present around Brisbane it is \$1.30 per Litre, and that is cheap.

Go to remote parts of Australia and it really gets expensive. I just checked Google for the price of Petrol in Alice Springs, and it is A\$1.459 a Litre.

On that basis, the price per USA Gallon would be more like \$6. Bear in mind that your 50 gallon Drum holds 44 Imperial Gallons. There are about 5 Litres to one Imperial Gallon. From the above, you can see that Gas is not cheap in Australia.

Regarding the statement that "Sales Tax is built into the price of Gas." Sales Tax is not the only Tax that is added to Gas, and that is what makes it very expensive. It also has something to do with the price of gas in Singapore, which is absolutely crazy.

One great thing in Australia is that the Advertised price on everything is the price that you pay.

That is one thing in the USA that I found was very strange.



Volunteers wanted!

For the Registration Desk

By Ken Burns

In his President's message this month Joe mentioned that the Club still needs volunteers to staff critical functions during the 2017 Eastern National Meet in June. I know there are lots of you out there that want to help but also don't want to volunteer unless you have an idea about what specific tasks you'll be doing.

As you might have guessed by now I'm heading up the registration desk and I'm looking for several more volunteers. We'll be the first people that attendees meet and we'll be the ones that create that all-important first impression – basically, we'll be Ambassadors of the Northern Virginia Regional Group. We'll work in concert with Cornerstone Registration, LTD, a professional conference registration organization. They'll handle checking people in and we'll be in charge of distributing the goodie bags, any items they've pre-purchased and making sure all our guests questions are answered – think about this last part as being a combined Information Booth and Lost & Found.

Registration will be open from 8:00 AM to 6:00 PM on Wednesday, June 6th and Thursday, June 7th. If necessary, registration will reopen from 8:00 to 9:00 AM on Friday to accommodate any late arrivals. My plan is to have two NVRG members and/or their spouses/significant others at the desk at all times. If I get several more volunteers, no one individual will have to work more than a two hour shift on Wednesday and Thursday. On Friday I'll need two volunteers who do not have cars entered in the Concourse.

I'll also need several volunteers on the day before the meet to help set up the registration area.

I'll have a "Cheat Sheet" for everyone and we'll do a walk through before you actually man the registration table so you'll be comfortable.

If you love meeting people and want to be in the middle of the action this is the place for you. Contact me at helenandken@verizon.net or call me at 703-978-5939. Thanks - Ken

Here, if a Hamburger and Chips is \$5.95, that is the price that you pay. The Tax is included in all goods, including motor vehicles.

The other car under my house is a '33 Phaeton, not a '38 model.

Regarding LHD Cars, the Rules vary from State to State. I have a 56 Mercury Monterey that is LHD, and I first registered it back in 1988. For LHD Registration, a car must be 30 years old (25 years, I believe in Victoria). My 56 Mercury is on Concessional Registration. That means that I cannot take it shopping, pick up the kids from school etc, and the cost is around \$180 per year.

On the other hand, I also own a 67 Mercury Park Lane Convertible, and I have that one on Full Registration. The cost of that is in excess of \$1,000. Our Government wants us to drive 4 cylinder cars, so that is the cheapest Registration. Six cylinder cars cost between the price of the 4 and 8 models, around the \$800 mark. On top of that, you have to pay insurance on the car. Insurance on People is included in the Registration Costs.

So, from the above, you can see that motoring is not cheap over here.

They're Still Out There

By Cliff "Snowbird" Green

Found down the street from where he's staying.



Check out the hawk sitting on the cab roof



Rough, rough - guy wants \$5,300. Disassembled engine rusting in back.



**Early Ford V8 Club
Face to Face Meeting
February 14 – 15, 2017
Fort Myers, Florida**

Attended – all directors, V8 Times editor, chief judge and treasurer.

Information Covered:

- End of year overview with lots of talk on book sales (including Amazon).
- Discussion on producing a book on the history and evolution of the flathead engine.
- Outline of 2017 meets:
 - ✓ International – Jan. 9 – 13 – New Zealand
 - ✓ Eastern – June 7-11 – Chantilly, VA
 - ✓ Central – none scheduled
 - ✓ Western – Sept. 11-14 – Salem, OR
- New board members sworn in: John Caldwell (GA), Steve Kroeger (IA)
- Recognition of retiring officers; Ken Bounds last meeting on the board.
- Judging Standards Committee report – electric fuel pumps now allowed with no point deduction.
- 1942 anniversary tabs will be awarded at this year's meets.
- The Grand National Meet (2018) will return to Dearborn. More information to follow.
- The awards for website and newsletter were discussed and will be announced in the next V8 Times.
- A survey will be sent to c. 750 members at random to find out their ideas on how to improve the club/membership.

/s/ Dave Collette
Mid Atlantic Director
collettesr@aol.com



2017 Eastern National Meet

June 7-11

Chantilly, Virginia

Hosted by the Northern Virginia Regional Group #96

- **Welcome Party**
- **Tour Manassas National Battlefield**
- **Tour Smithsonian National Air & Space Museum's Annex**
 - **Concourse**
 - **Ladies Luncheon**
 - **BBQ Dinner & Tour Cross Farm**
 - **Tour Historic Virginia Country Homes**
 - **Tour Arlington National Cemetery**
- **Tour Smithsonian Museums on the National Mall**
 - **Awards Banquet**

**For further information contact Co-Chair
Bill Simons at (202 776-5030 or bsimons@rustinsurance.com)**

Registration Package from the 2017 ENM available at:

<http://enm2017.cornerstonereg.com/>

Also: <http://www.earlyfordv8.org/>

Northern Virginia Regional Group Automart



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

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)



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)



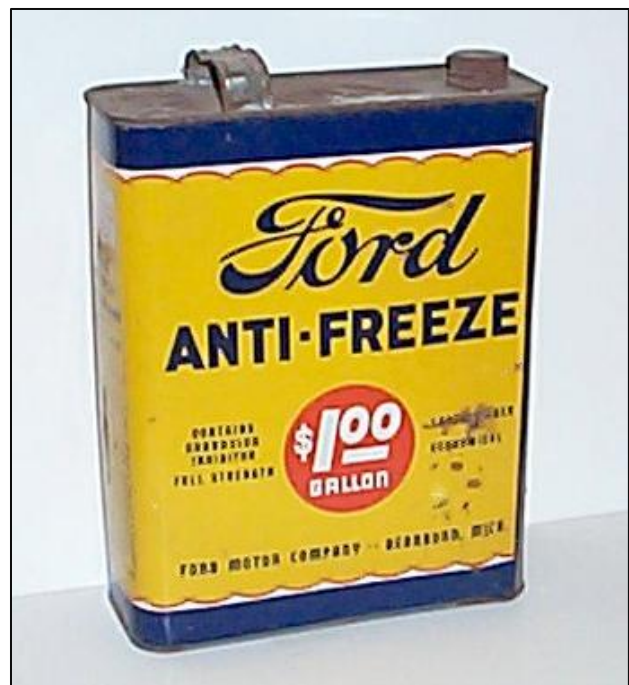
For 1940 Ford – heater switch for hot water heater. – **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 (12/14)



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



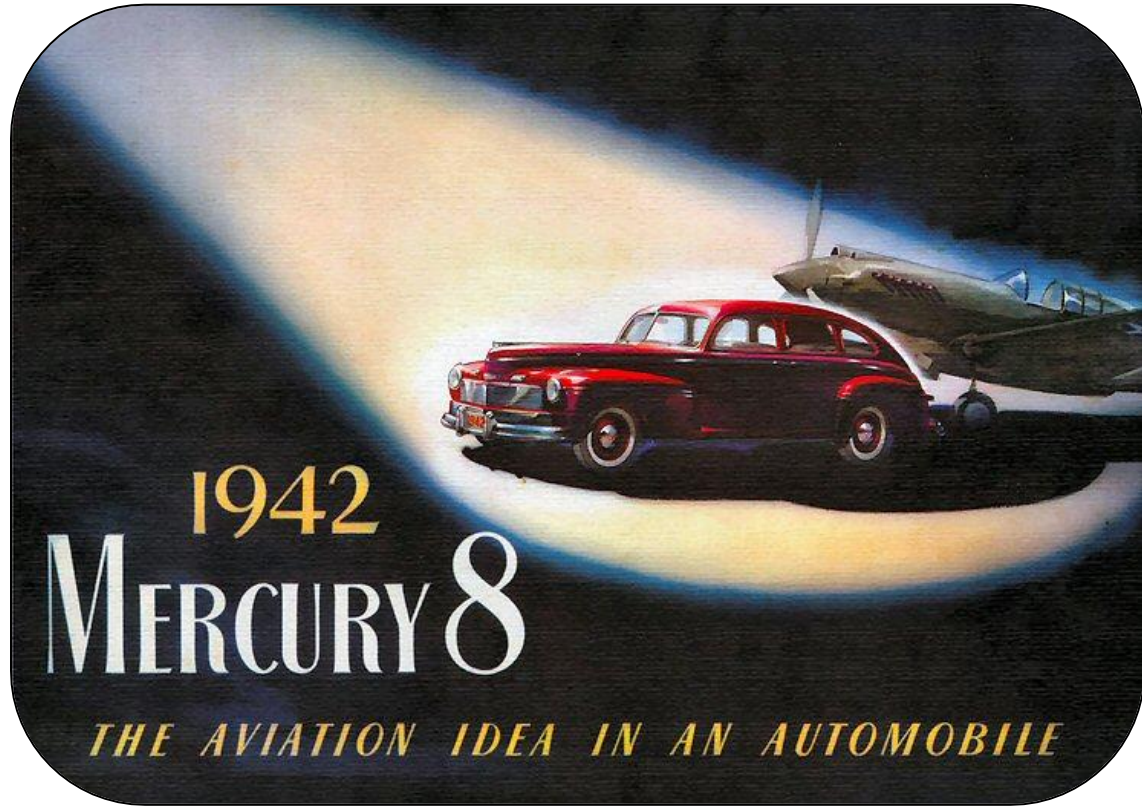
<u>March</u>	
8	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: Stainless Steel Repair: Thetan Ogle – Refreshments: Nick Arrington
25	Trifecta Garage Tour – Meet at Fair Oaks Mall at 9:00 or join us at our first stop; Dave Gunnarson’s at 9:30. We’ll then go to Benny Leonard’s at 10:30 followed by Dave Westrate’s at 11:45. We’ll finish up with lunch at the Fair Lake’s Olive Garden at 1:00. Questions: Art Zimmerli viewtown@cox.net or 703-323-1774
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>May</u>	
9	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ice Cream Social and Movie: “Live Another Day” – Bill Simons – Refreshments: David Blum
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 .
20	Annual NVRG/City of Fairfax Antique Car Show – more details to follow. Point of Contact is Dave Westrate
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

Down the Road



- ✚ **June 7-11 NVRG Hosts the 2017 Eastern Nation Meet**
- ✚ June 13 – Eastern National Meet Review
- ✚ 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

Celebrating 75 Years of the 1942 Mercury



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

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