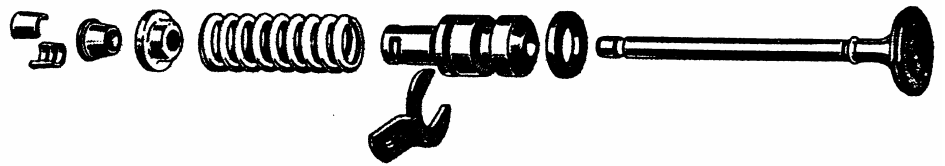




Valve Clatter



THE EARLY FORD V-8 CLUB OF AMERICA Regional Group 96

NEW WEB ADDRESS: www.nvrg.org

Volume XXV, No. 1

January 2007

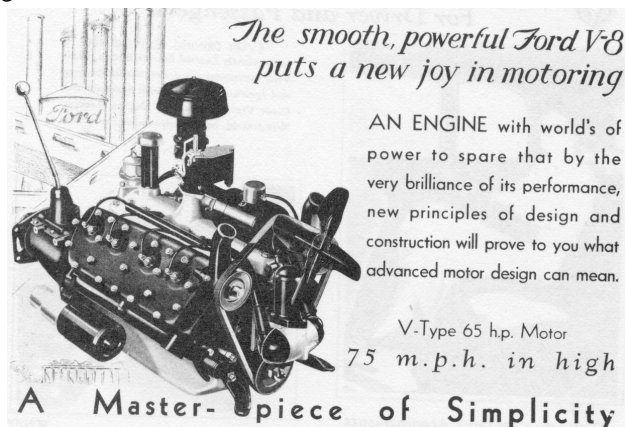
Cliff Green Editor

75th ANNIVERSARY OF THE FORD V8

“Production of the a V8 engine in a low price field seemed impossible, but Henry Ford had directed his engineers to do it” It would be a cast block and one of the major problems was Henry’s insistence that the exhaust passages go through the water jacket of the cylinder block. We all know what a problem that has made for we V8’ers to keep her cool. Other V8 designs, notably Cadillac, routed the exhaust above the block away from the water jacket. Another design insisted by Henry was to mount the distributor on the cam shaft in front of the block and that the coil and distributor be combined in one unit. How many times have we cursed that design?

“Production of the V8 began rate of 200 per day.” We are oil consumption and coil mechanics to solve the with the additions of the revamped pistons, and a powerful, speedy, desirable years became the pattern for

The 1932 V8 developed 65 of 221 cubic inches. This Cubic inches and 110hp at



on March 14, 1932 at a scheduled familiar with the early problems of break downs and the inability of the problems. “It was not until 1934 duplex Stromberg carburetor, modified distributor, it became a V8 engine. An engine which in later the entire automobile industry.”

hp at 3400 RPM with a displacement same basic design morphed into 239 3800 RPM for the 1953 Ford.

We are celebrating the Ford V8 at our Eastern National Meet. It has been our inspiration, our passion, our frustrations and our hobby – Let us celebrate our love affair. Editor- Quotes are from “The Early Ford V8 – As Henry Built it” Francis and DeAngelis





UP FRONT WITH THE PRESIDENT



JANUARY 2007

ETHANOL – THE BAD NEWS

Excerpts from an article by Thomas McLaughlin, manger
AAA Mid-Atlantic Approved Auto Repair.

Submitted by Clem Clement

“Just like “dry gas”, ethanol absorbs water. In sufficient quantities, the ethanol can become saturated with water and separate completely from the gasoline. This creates and unburnable blob at the bottom of the gas tank know as “phase separation”, which will shut off the engine. The only cure is to drain the tank and any affected fuel system components completely. The best preventative measure is to keep the tank full, reducing the space for water condensation inside the tank. Older vehicles can fall victim to ethanol in two ways. There is natural varnish accumulation from gasoline inside gas tanks over time. Ethanol is a perfect solvent for this varnish, resulting in clogged fuel filters. Replacing and old fuel filter is good insurance against future problems from ethanol.”

“Vehicles built before 1980 with carburetors and mechanical fuel pumps can suffer from ethanol deterioration of the soft fuel system parts, such as diaphragms, gaskets and fuel lines. The good news is that fuel system parts produce for these vehicle since the mid – 1980 are ethanol compatible.”

“The strongest benefits of ethanol are the reduced emissions and energy independence factors which may make ethanol the fuel of the future”

Also, V8'ers, I understand that the stuff that was used to slosh around the inside of the tank years ago causes a problem. The following is taken from the *NCR “Headliner”*:

GAS TANK GUNK

Josie O'Donnell

A couple of weeks ago we were driving to an event in our '40. As we motored down the road, it stopped running. It didn't sputter, gasp, stutter, it just S-T-O-P-P-E-D. Now the temperature was very close to being in the single digits and there were strong winds. What I'm saying is that is was C-O-L-D. After a while of gnashing our teeth and kicking tires, Bill tried to start it again. It started right up and ran like a charm. We turned around and ran for home like a scared turkey in a Thanksgiving Day race. Just about the time we get in our drive way, it was sputtering again. Fortunately (for the car's sake) we were able to get it in the garage before it died. I had a remedy for this problem, shoot the car. Put it out of its misery and buy a Chevy.

Several days later, Bill comes into my office here at home and presented me with the “stuff”! I was touched that he cared so much, but I had to ask “WHAT IS THISS????” It was some of the Red Coat sealant that was used to seal the inside of the 40's gas tank. The sealant was peeling off! It was a dull rust color. The rust is the side that was against

the tank on the inside. This “stuff” was clogging the gas line and shutting off the gas supply. After you sat for a while, the gas ran back out of the lines, taking the “stuff” with it. So the next time you tried to start the car, it ran like a champ until the next batch of “stuff arrive.

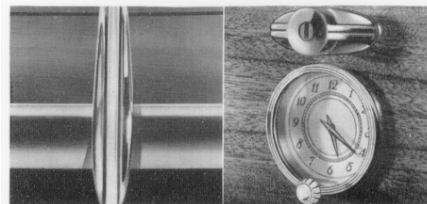
When we bought the car in 1995 it had been restored, won its AACA Junior and Senior, and then sat for 14 years. After sitting for so long, the old gas that had been left in the tank had turned to sludge, and the tires were flat on the bottom. Until the tires loosened up, driving down the road was like riding on square tire. We also had the tank cleaned and the inside sealed.

I called the company that did the work, not to complain but to let them know there was a problem. We thought that perhaps with the new additives that were in the gasoline, it was making the sealant peel. They said that was not the problem. This peeling problem rarely happens, and when it does happen, it's because they did not coat both the inside and outside of the tank. Coating the outside of the tank (they call it Barrier Coating) on show cars is not an option. When the outside is not coated this allows moisture to form between the sealant and the metal causing rust, and eventually peeling. Red Coat sealant is designed exclusively for gasoline and its additives.

So there is our sad tale. We have ordered a new gas tank from Drake and are waiting for delivery. I have softened my initial remedy: I think we should put it up for adoption and get a PT Cruiser.

APPROVED 1938 FORD ACCESSORIES

LIST PRICES—INSTALLATION EXTRA
(Prices subject to change without notice)

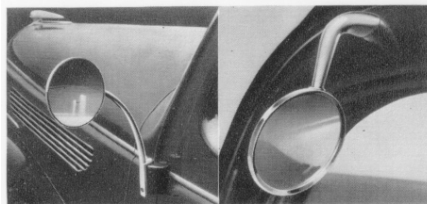


BUMPER GUARD
Oversize center type
for maximum protection.

\$1.75
(each)

CLOCK (for Std. Cars) 30-Hour stem wind clock.

\$4.00
ELECTRIC CLOCK \$9.50

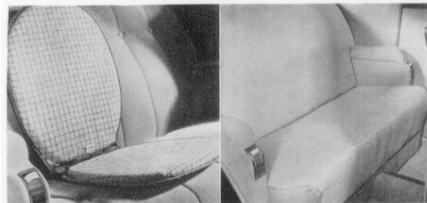


SIDE MIRROR
A valuable accessory particularly on coupes

\$4.00

PEEP MIRROR
Another type preferred by some drivers.

\$2.00



KOOL KUSHIONS
For every passenger in hot weather.

\$3.00
(each)

SEAT COVERS™
to protect upholstery. Cloth or San-ton type

\$4.50
to \$9.75

1936 Ford 3-Window Coupe

A 30 year restoration project. by *Jim Crawford*

In early 1966, while in college I began working at an auto parts store. One hot evening in July a fellow drove up in a '36 Ford 3-Window Coupe. It was love at first sight. I couldn't remember ever seeing one before. In retrospect, his coupe was not restored to original, but of course I didn't know the difference.

The guy happened to have a "parts car" which he sold me for \$100, and on my girlfriend (later to be wife), Judy's 18th birthday we brought it home. It wasn't much – no engine or interior, and many parts missing, but it had potential!

A few weeks later I bought a '37 Ford as a parts car for another \$100. Somebody told me everything would fit. I didn't know any better, and thought it had everything I needed to finish the Coupe. I was so naïve.... We soon sold the '37.

For \$20, I found an original "late" '36 engine from an early wrecked truck and got the guys in the shop at the parts store to help me rebuild it with all NOS parts.

In 1971 at a flea market I met a gentleman who lived in Delaware and told me he had a '36 Coupe "parts car." I went to see it and realized this coupe, although just a body on a frame (no fenders, engine, running boards, glass, or interior, save the original headliner), was in nearly perfect condition. He said he'd take "\$300 and deliver it. I didn't even dicker.

We sold the original coupe and began working on this new project right away. I told everyone in our local Early Ford V-8 Club (National Capital RG) that I was planning to show it at the Eastern National Meet in June, 1974 hosted by our group. The coupe never made it, and for years it became a standing joke in the club to ask me if I were going to have my coupe ready for National Capital '74? This went on until I finished it in 1997!

Over the years, I bought and sold many old Fords – most of



which I wish I had kept!

In 1976 we purchased a small farm in southern Maryland and built our house in 1979.

By the time we moved, the Coupe had been painted, the engine put in, the frame and some mechanical parts were done. Fenders, hood, etc. had been painted, but not installed. We stored the car in the garage and most of the parts in the basement. With the stress of building a house, running several businesses, and rearing children, the Coupe sat - just sat, in the garage until 1997. All the while, I was still collecting parts however.

One day in the spring of 1997, it hit me that I was going to be **50** on September 30 – and I just determined right then, that I was not going to turn 50 without the Coupe being finished. (Of course the coupe had turned 50 in 1986).

I laid out a timetable and called my good friend Mike Prater and asked him if he would be willing to help me with my project. Mike had recently retired and had a little time. For the next two months, Mike and I worked nearly every day on the Coupe. Our first objective was to get the engine running (that same \$20 motor). After a lot of tinkering with nearly everything on it, one evening it finally started. We always had some music on in the garage, and try as we might, we just could not get the thing to fire – that is until I put a Pat Boone tape on the old 8track and the minute he started singing "April Love," yep, she fired up and purred just like the old flatheads are supposed to. (It worked for me!)

Over the next few weeks we put on the front end, hood, rear fenders, running boards, windshield, dash, gauges, ran the wiring, and did a whole lot of "little" stuff like brakes, exhaust, shocks, wheels and tires, etc.

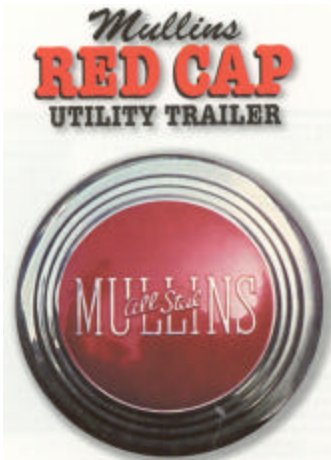
Finally on the evening of my 50th birthday, I drove Judy over to my mother's house! Not totally finished – but close enough to meet my goal. It was my most memorable birthday.

We finished the restoration using only NOS parts where possible, and as few aftermarket or non-Ford parts as necessary. Actually the car is quite original, complete with original headliner, interior and soft top.

In 2004 I took the Coupe to the Eastern National Meet in Frederick, Maryland, also hosted by the National Capital RG. Thirty years late for 1974, but we finally made it.

Now we are looking forward to our Northern Virginia RG hosting the 2007 Eastern Meet and of course our coupe will be there.





The Mullins trailer was designed in 1935 and manufactured in 1936 and 1937. Production was between 3,000 and 3,500 units. It is not known why manufacturing ceased - maybe because the cars were now being built with more trunk space. There certainly was a need for this type of utility

trailer during the '30's. We are all familiar with the optional trunk rack, but the trunk was difficult to secure to prevent theft.

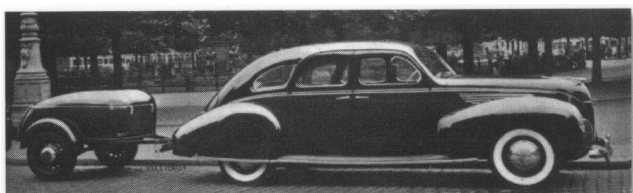
Salem, Ohio was the location of the Mullins Manufacturing Company and in 1937 was consolidated with Sharon Steel. The new management might have been responsible for the demise of the trailer. All stamping dies were scrapped.

The all 20 gauge steel trailer use two 17 x 5.25 automobile wheels and has a capacity of 1,200 pounds with an empty weight of 495 lbs. The all steel detachable top is rubber sealed and can be locked. It could be painted, at optional cost, to match the tow vehicle. The listed price to the consumer was \$119.50 and \$1.50 for the hitch. Interesting that the Mullins trailer latches are the same as those Ford used on their trunks in the '35 & '36, even down to the keys.

The equipment that came with the Mullins included a combination tail and stop light with coupling and attachments for hook-up, license plate bracket, stand for storage or loading purposes with a lid rest and a handle for towing.



This logo appeared on the back of the trailer



The Mullins is being reproduced in fiberglass and has

become popular with hot rodders. Original restored Mullins have sold for \$3,500-\$4,200.

Information for this article came from "Mullins Red Cap Utility Trailer - Hand Book and History" by Robert Parmelee. Editor



LADIES COLUMN

Ford china - Editor



Excerpts from "Ford Motor Company China & Silverware" by Tim O'Callaghan, Jan/Feb 2001 *V8TIMES*.

Commercial china collectors are especially fond of tableware from airlines, railroads, steamship lines and automotive companies. Among the most sought after is that bearing the Ford Motor Company logos.

Research has led to the identification of four different styles dating from the earliest in 1927 to that used through the mid 1990's. The most common of all Ford china was the



service with the Ford Rotunda pictured. This style, originated in 1933, bears the Ford script in heavy, dark green color and most were made by Shenango China of New Castle, PA. While all pieces bear the dark green script, on dinner bowls and platters carry

a picture of the Rotunda building in their center. BTY the rotund burned down in 1962 and the logo was carried on the plates until around 1967. Stories are told by old time Ford employees of seeing dumpsters loaded with old fashion plates to be taken away and destroyed with the new style of china arrived!

Some special settings were made for Ford executives for use in their dining room which were burgundy in color – this is not to be confused with the red china used in Ford Tractor operations! The Henry Ford Hospital had their on special china also. All are highly collectable.

According to Mr. O'Callaghan there are so many different Ford silverware examples that this a field in it's own right. No Ford marked glassware is known to have been routinely used in Ford dining rooms or cafeterias.

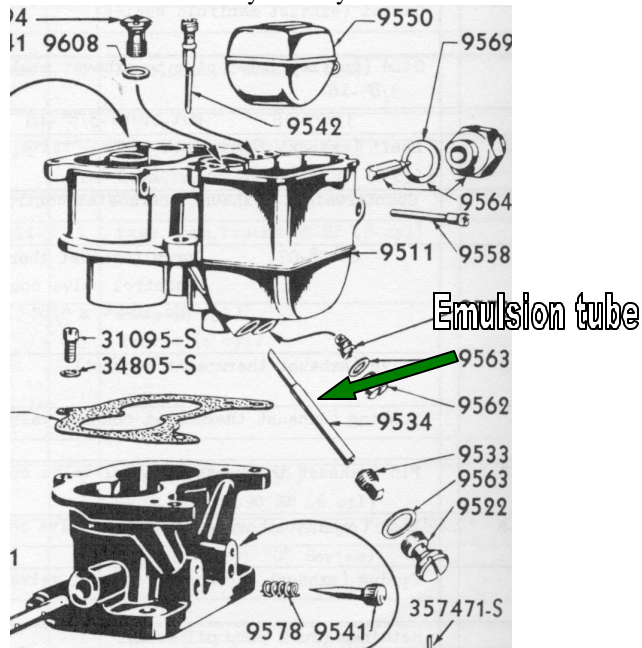
Prices vary according to the piece. There are soup bowls and platters, coffee mugs, ice cream shells, creamers and sugar bowls, bouillon cups..... Check out EBay for the going prices. Most Ford nuts are happy with a single piece of flatware which sells for around \$30. One of these items would make a surprise gift for the V8'er or perhaps for the Holiday gift exchange?

TECH TIP

Stromberg Emulsion Tubes

Allan Ponton

On model 48, 97 and 81 Stromberg's - these carbs have the emulsion tubes press fitted in the body of the carb. When most people rebuild these cabs. they don't remove the tubes. However they need to be removed and cleaned and check for damage that is caused by over tightening the main jets. Once you remove the main jets you will see the emulsion tubes. Use a 6-32 tap and tap the tube turning the tap handle 10 half turns. This will install threads in the tube. Use a 6-32 x1 and a half inch machine bolt. Install a 6-32 nut and a number 10 flat washer on the bolt. What you are doing is making a mini puller. Screw the bolt in to the threads you tap into the tube until it stops. Screw the nut down on the bolt with the flat washer until it touch's the carb. Use a 5/16 nut driver and tighten the nut. This will remove the emulsion tube. It takes very little pressure to do this. Once they are out you can clean them and also clean the carb. better. To install remove the nut and flat washer from the bolt. Screw the bolt into the tube. Line up the flats of the tube with the 45 degree angle down. Tap the head of the bolt with a screwdriver handle, gently. It does not take much. Remove the screw and repeat for the other tube. Now you have the piece of mind the emulsion tubes were not over looked when you did your carb.



EMAIL BAG

Patrick O'Neille

A Christmas Story - Good movie which we had all seen. When the kid gets his tongue frozen to the flag pole, a 1938 Ford Fire truck pulls up to help out!

Clem Clement

Sadly I report the passing of Mr. Al Linton of a blood disorder.

Al was a resident of the Armed Forces Retirement Home in DC and the mainstay of the Antique Auto Assembly held there each fall. Al had worked on that show for many years and already had the flyers out for the 50th annual event for Sunday, September 30, 2007. He had attended the Car Show at Sully and was one of the old car judges. He loved judging the military vehicles. He was well known amongst the antique car community. We will all miss his spirit and energy.

Sylvia Tindall

Thanks for the VC, Cliff - Bill always looks forward to getting the news from VA.

I have some news for you also - Bill was just elected the new President of the V8 Foundation - he takes over in Jan. 2007. We hope to see you all next year in VA at the Reg. Meeting to catch up in person on all the news.

Clem Clement

Tom Shaw asked that I seek volunteers to help with parking at Jim Cross' farm for the Saturday afternoon event during the eV-8 National Meet. Tom estimates I will need 4-5 folks and I agree.

I'm assuming there are other committees who need folks as well. I don't know the process you guys are using to get volunteers for these various committees.

May I suggest we run something in the Valve Clatter asking for members to sign up to help? List the committees and what is needed and what the jobs are. Does this make sense?

Von Hardesty

This item was on the Nash car club MOL, and I thought you might find it of interest, especially Ben's comments in the lead part on driving to Michigan to pick up your new car. I remember talking to a volunteer here who told me that he once drove a brand new 1040 Buick from Flint to the West Coast for a new buyer; I guess you could recruit a college student or a serviceman to drive for you in those days.

"For those of you too young to know or remember, the Freight Charges on new cars in those days gave the Left and Right coast buyers the incentive to pick up their new car in Detroit (or Kenosha) and drive it home, using the savings to pay for the vacation break in drive.

Imagine, taking the train from Los Angeles to Detroit and driving back home in the new car to save \$400, which was more than a months pay for many in those days. (the 30's and 40's). "

Von Hardesty

This item appeared on the Nash MOL. The tip possesses universal appeal to all who restore and drive antique cars. The content could be adapted for the VC. Have a happy new year--even if it requires some work as editor on new year's eve!

"The stop lights on most of our cars (6v) aren't bright enough to notice, so here's a solution that might save some sheet metal or worse!

There is a 6v LED third brake light that measures 12" long x 5/8" high and 7/8" deep that can be adapted to just about any older car. It's available for about \$50 from: J & L Enterprises, Inc., 83 Hopkins Road, Ellington, CT 06029

E-mail: jsbieback@sbcglobal.net

It comes with small suction cups so it can be removed for shows, etc... or you can fab up your own brackets or they have some brackets available at extra cost."

Bob Wild

They WERE still out there. In the early 1970's I visited the farm in North Eastern North Dakota near the Canadian border where I grew up. While we still owned the farm it was rented out and the house had been rented to people working on the nearby ABM project. The house was now empty so I felt free to roam. Alongside a machine shed were two old cars. One, a Model A roadster looked to be in running condition. It had the emergency brake on the left side indicating that it was an early 1928. The second car was a 1936 Ford four door trunk sedan which also looked in good condition. Both cars had apparently been abandoned by the people working on the soon to be deactivated missile project. My interest old cars was just developing but I decided not to try and move them to Virginia. Sadly shortly thereafter the house my Father had built burned to the ground. I have no idea what happened to the two old Fords

Jerry Lunt (snail mail)

I screwed up that article I sent you. I should have said something like "Karl Anderson is the only one who worked on my car and didn't die soon after." Instead of saying, everyone who did die and then making him an exception - illogical!

The Ford is now 99% done. (I finished the trunk lid arms project), but still need to know what the "Accy rear seat radio control available" remark under "description of change" column on the "Evolutionary Changes for 1941-1948 Ford" page (Appendix D) in the 1941-48 Book is, "Model Year Introduced 1941. Date of first manufacture 12.04/40."

I failed at getting '41-'42 Tech Rep for the National. I wrote all five contributing editors of the '41-'42 book. Two wrote back - one "OK" and one "No thanks." I asked both widows of last two incumbents what happened to their late husbands libraries. No replies - I sent a SAE to everyone I wrote.

I understanding is that John Jackson's son will make disposition of all his stuff.

BACK PAGE PICTURE

Here we have an interesting cityscape, probably in the '40's, of some unknown downtown. Anyone feature a guess? Baltimore perhaps? It must be the square in center city as six busses and a trolley are evident. The picture is low resolution so the name on the busses can not be read. Now, the points of interest are the three Ford at the stop light. One of the '40's sport white walls, quite unusual, especially on a tudor. 1940 was the first year that you could order WW's in either dual or single sided. Prior to this all WW were dual. Notice the treatment on the '36 hubcaps – looks like the inner circle has been painted white. Most were painted body color.

SELL/WANT

Wanted: A 1949 to 53 Ford or Mercury engine. Would prefer a running engine if possible. A Mercury engine would be my first choice. But anything would be considered. I have a 1953 Ford Sedan I am working on.

Jim Tallant 301-843-0955

Sell : The NVRG Calendars are printed and are fantastic! Wonderful job by Ken Burns. Contact him for your copy for only \$15.

Sell: 1936 5w r/s coupe. Decent burgundy paint and upholstery. OK tires. Was a CA car. Steering column shift, flathead engine. \$18,000 Contact Stu Weller for more info 703-729-0709

DONATED ITEMS FOR THE NATIONAL MEET

Thanks to the following members that have donated items for the Chinese Auction:

Bill Selley - Complete set of "Ford Life" –L. Sorensen

Mike Gall – 1932 Ford Anniversary pedal car (new)

Ken Burns– 1932 Ford belt buckle

Cliff Green – 3x5 Quaker State Antifreeze banner
3x5 1934 Richfield Gasoline banner

Tom Shaw - Two Jim Beam Antique Car bottles (Full)
The National raffle chairman, Dave Gunnarson , is seeking donations from members, vendors and companies.

NATIONAL MEET UPDATE

John Girman reports a milestone : 150 registrations and \$10,000 thus far! The Full Committee will meet Jan 6th at Hank & Cindy Dubois.

The committee heads will be asking for volunteers to help with their responsibilities. There will be lots of opportunities to help with show field set up, safety inspection , Cross Farm parking, trailer parking, registration, judging sheet tabulation, Chinese Auction ticket sales, banquet set up, etc.

JANUARY GARAGE TOUR and USMC MUSEUM

We will be carpooling from Fair Oaks Mall at 8:30 to visit the **Jason Javaras Collection and garage** in Fredericksburg. From there, we shall stop for lunch and then proceed North on Route 1 to visit the new **Marine Corps Museum**. A docent will be leading us on a tour of the facility. This will be one tour that you will not want to miss.

Contact **Hank Dubois** for further information and reservations. 703-476-6919



photo by Benjamin Krosby

IT'S DUES TIME ONCE AGAIN –

PLEASE SUBMIT \$15 MADE OUT TO

Northern Virginia Regional Group and mail to

Jim McDaniel, 7112 Ayers Meadow Lane, Springfield, VA 22150

You must belong to the National to be a member on any RG

NAMES (INCLUDING SPOUSE) _____

Fill in parts that have been changed

ADDRESS: _____

CITY/STATE.ZIP _____

TELEPHONE _____ EMAIL ADDRESS _____

CARS OWNED _____

If you do not want to cut this out. use any note paper with info.



V8 CALENDAR NVRG



January

- 6th National Meet Committee meeting – 10am, Hank & Cindy Dubois
- 9TH - **MEMBERSHIP MEETING** - Ken Burns will discuss photography of your car in preparation for the 2008 calendar Refreshments TBA
- 20th **NVRG GARAGE TOUR** – We will visit the Jasaan Javaras garage in Fredericksburg, eat lunch on the way north with a visit to the new Marine Corps Museum in Quantico.
- 27th Bay Country AACA winter parts meet – Sailwinds Park, Cambridge Md 410-228-0758
- 30th Board of Directors meeting – the first meeting of the new Board will discuss plans for 2007.

February

- 3rd National Meet Committee
- 13TH **MEMBERSHIP MEETING** – Dave Gunnarson will give a presentation about AIRSHIPS and Ford’s involvement.
- 22-25 Atlantic city 2007 - 34th Annual Atlantic City Vintage Car Auction will feature nearly 600 cars. The world's largest indoor vintage car auction. Held in the prestigious new Atlantic City Convention Center. One of the nation's largest facilities
- 27TH Board of Directors Meeting.

Look for tours to Ken Gross’s garage, and the new Air Traffic Control facility in Warrenton.

Presentations for 2007 will include: wood graining, shock absorbers, instruments, horns, suspension, judging standards, plus TBA. We look forward to an interesting year with John Sweet as Programs chairman.



GOODBYE TO THE OLD AND HELLO TO
THE NEW!

HAPPY NEW YEAR V8'ING



JANUARY 9TH MEMBERSHIP MEETING 7:30 Hunter House, Nottaway Park, Vienna

Ken Burns will give a presentation on how to prepare you car for photography worthy for inclusion in the 2008 NVRG calendar. He wants to include cars that have not been in the last two years editions. Creative photography will get you included. Refreshments TBA

Board of directors
Northern Virginia Regional Group

President: **Dave Gunnarson** 703-425-7708

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Tours: Leo Cummings, Hank Dubois	703-476-6919	Newsletter: Cliff Green	703-426-2662
Past President: John Girman	703-242-1459	Web master: helenandken@verizon.net	

Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA. Check the newsletter for occasional alternate sites.

FIRST CLASS MAIL

**Regional Group 96
Early Ford V8 Club
Post Office Box 1195
Vienna, Virginia, 22183**