



January 2014
R. Heltzel, Editor

THE CLUTCH CHATTER

*The Newsletter of the Sacramento Regional Group
Of
The Early Ford V8 Club of America*

The President's Message

By Steve Walker



I hope everyone had a very merry Christmas and here's to a great 2014.

Dan Schwartz has done a magnificent job as president for several years now. He may well be our longest serving president ever. Dan's dedication to the Early Ford V-8 Club is incomparable. He has spent countless hours working diligently to make this club what it is today. On a personal note, he helped me out with my '40 Convertible. I know I'm not the only

one either. Dan has always been there to help. We can't begin to thank him enough for all of his hard work. The time has come to let Dan work a bit less and just enjoy the club.

David Fibush has done an exemplary job with the Clutch Chatter and as webmaster. Dave has kept us all informed and entertained. He is going to continue as webmaster and will continue distributing the Clutch Chatter, but we have a new editor. Richard Heltzel is our new Clutch Chatter editor. Richard was previously a member and has rejoined the club and the board. My writing this "president's message" was his idea of course. If anyone else has anything they would like to share in the Clutch Chatter, please give it to Richard.

I'm Steve Walker, the new president of the Sacramento Regional Group #4. For those of you who don't know me, I've been a member of The Early Ford V-8 Club most of my life. My dad, Kent Walker, joined the club back in the early seventies when he bought a '39 Cabriolet. Sometime in the eighties, I actually joined in my own right and for a time was the editor of the Clutch Chatter. I have served on the board before, but this is my first time as president. I've enjoyed this club immensely through the years and consider many of the members as family. I figured it was high time I step up and do my part. It will be my honor to serve all of you as president in 2014.

President's Message (Contd.)

Our board this year has a great mix of new and old members, and do we have plans... We have lots of plans, but we're very interested in what you, the members, want to do in 2014. We will have a chance for everyone in the club to chime in with their ideas for 2014. At the January 8th Regular Meeting, our new tour and activities chair, Dr. David Peterson, will be distributing questionnaires looking for suggestions. This is a meeting you won't want to miss.

New Board and Officers Elected

At the last board meeting, the following officers and directors were elected:

President: Steve Walker

Treasurer: Alma Thompson

Board Member: Bob Kane

Vice President: Bev Davis

Tour Coordinator: Dave Petersen

Board Member: Gary Thompson

Secretary: Bruce Woodward

Clutch Chatter: Richard Heltzel

Board Member: Steve Wahab



Happy Days Ahead

New Clutch Chatter Editor

Hi! My name is Richard Heltzel. In a moment of weakness at the last Board of Directors' Meeting, I volunteered to take over as editor of the Clutch Chatter. I'm beginning to appreciate just how much is involved in this responsibility and my hat is off to both Dan Swartz and David Fibush for the fine job they did on it.

My goal is to produce a newsletter that we will all look forward to each month. I hope you will all help me by sending me material for future editions and by letting me know what you would like to see as regular entries.

New Clutch Chatter Editor (Contd.)



R. Heltzel and P. Menz with Their V8 Trucks, US 50, West of Ely Nevada, June 1974 B. Woodward, Photographer

In the meantime, I ask for your patience as I learn Microsoft Word™. Prior to retirement in 2010, I worked 30+ years for the Federal Courts and as was common in the legal profession, our standard word processing software was the now rarely-used Word Perfect™ (I say **was**, because even the federal court recently converted to Word, so I guess I really am a dinosaur...after all, I do drive a 79 year old car on a daily basis, so what do you expect?).

I'm fine with Word™ as long as I'm just typing text and using simple formatting processes, but I want to jazz things up with pictures and graphics and that's where I'm having difficulty. So, please, give me a couple of issues to really get up to speed and I promise you a great newsletter will result.

Change of Dates for General Meetings

The meeting dates at the Sheriff's Substation have been changed for 2014. The January meeting will be held on Wednesday January 8th. After January, the meetings will, with several exceptions, be held on the first Wednesday of the month at the Sheriff's Substation located at 2500 Marconi Av. Suite 100 Sacramento, CA. For details, see the Preliminary Calendar of Events, below.

January 8th General Meeting

The January 8th meeting at the Sheriff's substation, 2500 Marconi Av. Suite 100 Sacramento CA, will be devoted to planning activities and events for 2014. Dr. Dave Peterson is the Tour/Activities Chairman for 2014. He will facilitate the discussion on what the members want to do in 2014.

Christmas Dinner a Great Success



The 2013 Sacramento Regional Group Christmas Party had a relaxed, warm feel to it. It felt like a reunion of friends brought together by common interests in their hobby. As has been the venue for the last few years, it was held at the Dante Club. While the room is nothing special, it was made to feel that way by the friendly V8ers. Fortunately the food was much improved over last year. It was rumored that a new chef had been

hired. According to club tradition, the new 2014 officers were sworn in. Dan Schwartz made the presentation of officers. He will be stepping down as president and all who were there expressed their thanks and appreciation for his fine efforts over the past several years. A gift exchange was held which added to the festive spirit of the party. At the end of the affair, poinsettias were given to all of the ladies. Thanks to Alma Thompson for making arrangements, handling reservations, and all that she did to make it a special evening. It was a nice way to end the year for our club.



Verlina Drives Her New '32

by Bruce Woodward

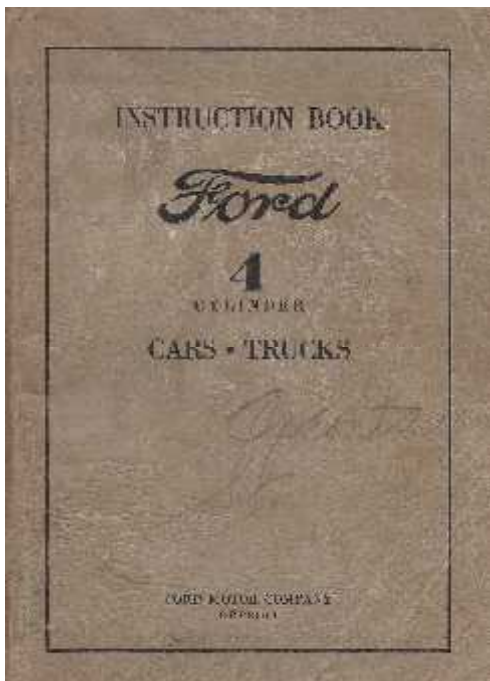


In 1932 Virlena G. Craig went down to a Ford Dealer near her home in Portland Oregon. She went to purchase a new car and came home with a practical standard Tudor sedan powered by a reliable 4-cylinder engine. Her husband owned a Buick so the Ford was to be used by Virlena for pleasure and travel to her job as a school teacher. According to legend, the car only spent one night

outdoors. This was on a trip to the Oregon coast for relaxation. A motor court with a garage or carport could not be found, and the Ford spent the night under the stars. The trip was called off so they could return home to safely place the car in its garage.

After Virlena no longer drove, she sold the car in 1962 to Mr. Ross. He parked it in his garage from which it never left until I bought it in 1992. It spent its second night under the stars on the day I brought it home from Portland. I got in too late to unload the Ford from my trailer and it sat overnight in front of my house.

But this story is not about the little 32 Tudor. It is about Virlena and her Instruction Book, which fortunately remained with the car. With every new Ford came an instruction book. We would call it an owner's manual nowadays.



Back in 1932 the instruction book was a little more technical and a little more direct. It seems that the presentation of the information was geared to experienced, as well as novice drivers. By the notations in her book Virlena was one of the latter. My guess is that operating a motor vehicle was a new adventure for our heroine. On many of the pages she wrote notes in pencil. On page 54 she has bracketed the paragraph outlining the proper setting of the charging rate of the generator. Page 48 is marked with an underline on the tire pressure of 35 pounds. Pages 12 and 13 show the most

Verlina's '32 (Contd.)

The most charming of Verlina's additions to the instruction book was a piece of paper glued onto the first page. This was her own set of instructions to be followed when piloting her new Ford.

To drive a new 1932 Ford she said:

- 1 – Release hand lever
- 2 – Clutch
- 3 – Low
- 4 – Release clutch – step on gas
- 5 – Off gas – Clutch
- 6 – Move to Second
- 7 – Clutch – High



Obviously these additions by Verlina to the Instruction Manual were successful. This is proven by the fact that of all of the millions of cars that were produced in 1932 very few have survived, and her little Tudor was among the few that did.

V8er's Help Decorate CAM Christmas Tree

By Alma Thompson



Alma Thompson, Gary Thompson, and Bob Kane, representing the EARLY FORD V-8 CLUB RG.4, decorated the C.A.M. Christmas Tree. We had a great time and the tree looks beautiful. If you are in the area stop by the C.A.M. and take a look at it and the other Christmas decorations done by other clubs.

MERRY CHRISTMAS and HAPPY NEW YEAR to all.





2014 Sacramento Autorama to Be Held February 14, 15, 16 Cal Expo, Sacramento

Our club is participating in the 2014 Autorama car club pavilion. This is a building dedicated exclusively to cars from active clubs. This will be a fun way to participate in the legendary Autorama and a great chance to promote our club. We will have 12 of our V-8s on display. We can display club promotional information and have a table and chairs for club members to talk to the public about our group and our cars. We will need Club members to man the table.

The Autorama is one of the longest running indoor car shows in the world. It has been a winter-time tradition in Sacramento enjoyed by thousands of people.





Eight cylinders for smoothness . . . and ECONOMY

Most people know that eight cylinders make a smoother, quieter, swifter running engine than any lesser number of cylinders.

But not every one realizes that good design may also make eight cylinders more economical. Ford has proved the fact twice in 1937.

The 65-horsepower Ford V-8 engine—long famous for its flaring performance—now gives greater gasoline economy than ever. Owners report averages of 17-21 miles per gallon.

The 68-horsepower Ford V-8 engine—tested for two years in England and France before its American introduction—has established itself as the most economical Ford engine ever built! Careful road tests have shown average of 22-24 miles per gallon.

Choose between these modern engines by their power and your purse. Both are built into the same handsome, husky, comfortable car. Both, because of their compact V-type construction, provide extra

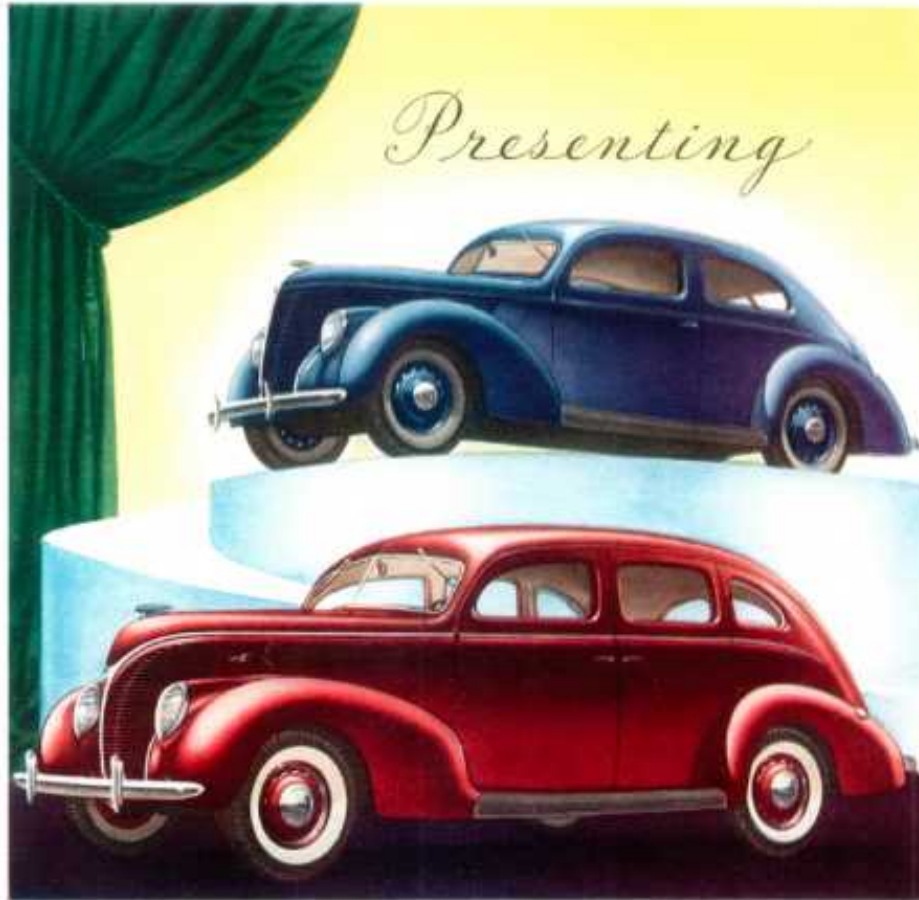
room for you and your luggage. Both are low priced. In fact, the '37 is available in five standard body types at the lowest Ford price in years!


Ford V-8



EARLY FORD V8 CLUB OF AMERICA PRELIMINARY 2014 CALENDAR

| WHEN | WHERE | WHAT |
|--------------------|-----------------------------------|--|
| January 8 | Sheriff's Substation | Regular Meeting -- <i>Planning session led by Dr. Dave Peterson, 2014 Tour/Activity Chairman</i> |
| February 5 | Sheriff's Substation | Regular Meeting |
| February 14 – 16 | Cal Expo | 2014 Sacramento Autorama |
| March 5 | Sheriff's Substation | Regular Meeting -- <i>Special topic: Hot Rod Hill Climb, Georgetown, CO; Race of Gentlemen, Wildwoods, NJ, presented by Bruce Woodward</i> |
| April 9 | Sheriff's Substation | Regular Meeting -- <i>Special topic: to be announced, presented by Dan Schwartz</i> |
| May 10 | Sacramento Vintage Ford | Lunch Meeting |
| June 3 | William Pond Park | Russ Broyle's Annual Hot Dog Cookout and Meeting |
| July 2 | Sheriff's Substation | Regular Meeting – <i>Special topic: Film: A Day at the Rouge Plant, presented by Richard Heltzel</i> |
| August (Day TBD) | Home of Richard and Marie Heltzel | Annual Ice Cream Social |
| September 2 – 5 | Thousand Oaks, CA | Western National Meet of Early Ford V8 Club |
| October (Day TBD) | TBD | Regular Meeting – <i>Special activity: Poker Run/Kane Hanger Potluck</i> |
| November (Day TBD) | California Auto Museum | Regular Meeting |
| December (Day TBD) | TBD | Annual Christmas Party |



Above, the Standard Ford V-8 Tudor . . . Below, the De Luxe Ford V-8 Sedan

THE TWO NEW FORD V-8 CARS FOR 1938

We're building two new cars for 1938—the Standard Ford V-8 and the De Luxe Ford V-8. They are different in appearance, but they have the same mechanical excellence—the same 112-inch wheelbase.

People liked our 1937 car so well that they bought more of them than of any other make. We have improved on that car in the newly styled Standard Ford V-8 for 1938.

But some folks asked also for a bigger, finer car with the same Ford advantages in it. For them, we designed the new De Luxe Ford V-8.

The De Luxe Sedans have longer bodies with more room, larger luggage space and finer appointments. De Luxe cars are equipped with the 85-horsepower engine only. They give an added measure of motoring satisfaction at low Ford prices.

The Standard is even lower priced than the De Luxe. It has pleasant new lines and well-tailored interiors. It offers again a choice of V-8 engine sizes; the powerful "85" or the thrifty "60."

Two cars, two engines, two price ranges. Whichever you choose, you get the same fundamental Ford features. Whatever you pay, you get a car built soundly to serve well.