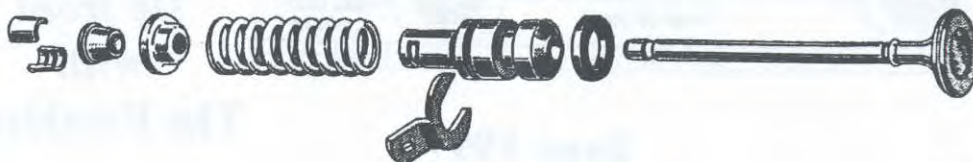




Northern
Virginia
Regional
Group



VALVE CLATTER



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

Volume XX, No. 6

JUNE 1997

Cliff Green, Editor

NVRG SWEEPS CLASS 28D AT WINCHESSTER

Boy, was it chilly May 10th for the trip out to the Apple Blossom Meet sponsored by the Shenendoah Region AACA. Bill Selley was going to ride with the Editor, but elected to go in a car with windows! I should have put up the side curtains on my phaeton, but once in the caravan, it was too late to stop. It was cold I would put my right hand in front of the heater (hot air type that works great, but can not heat up the whole workd!), warm it up, than use it to steer while I sat on my left hand to get it warm.

Simon's '34 tudor, Amster's '41 convert, Blum's 46 convert and Pendley's '40 coupe were escorted by the '51 police car of Jim McDaniels. Tom Shaw joined the caravan at Gilbertts Corner with his '51 convert. At the show arrived Burn's '41 wagon and Javaras '48 coupe.

The flea market was large and the prices always seem to be good. Bill Simons and I picked up correct rebuilt fuel pumps for \$10 (I bought two!) Selley found an illusive spare tire lock for \$5. I also added a porcelian Pennzoil to my collection.

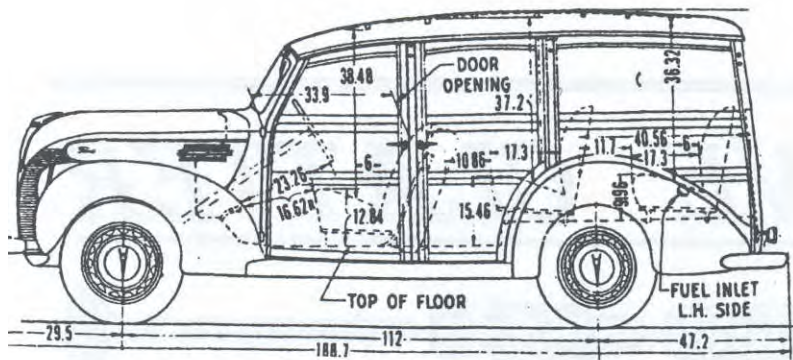
Seen at the show were Clift & Judy Hardin and vendor Bob and Jane Wild.

Javaras, Burns, Blum finished 1,2,3 in class 28D. At press time the other member results were not obtained. Bill Simons had to win something since he was the only one in his class!

It remained cold all day. I decided to put up the side curtains for the ride home (it took 20 minutes to figure it out) - good thing - it rained! *EDITOR*

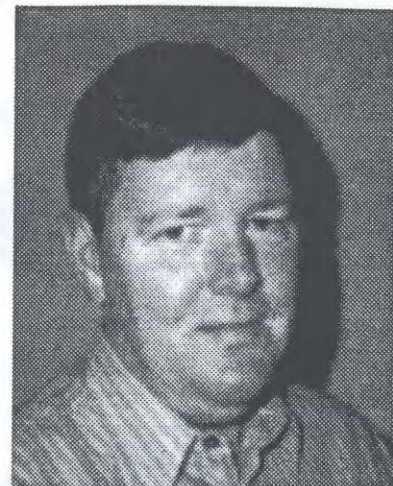


CHILLY RIDE BECKONS!



June 1997

Up front
with
The President



Wow, was it windy and cold at Winchester! Those who went demonstrated once again their commitment to the antique car hobby and the club. I came upon Cliff Green wearing a pair of those big old black rubber chemical gloves with the yellow lining. I soon realized that he didn't need them at all, except to keep his hands warm. My so-in-law Eric, and I soon each had a pair, and we thanked the savvy pro for another good "tech tip".

May means Memorial Day, and Barbara and I spent the day visiting her family in Cuyahoga Falls, Ohio. In the morning we went downtown and watched the 70th marching of the Falls Memorial Day Parade. It was the all American event seen all over the nation on the day we remember all those who have gone before, especially defending our freedom. The parade had everything - police and fire units, military units of all kinds, two high school bands, boy scouts, girl scouts, dancing units, politicians, and yes -- a nice selection of old cars. Would you believe a float of ferret lovers with their pets in hand and 30 or so people with their greyhound dogs from the Adopt-A-Greyhound Club? I know I missed some, but you get the idea. I hope each of you had as much fun and food for thought as we did.

Our club lost a long time faithful member, Ashby Hamilton Graves, this year. We should especially remember Ashby and his family at this time.

We continue to negotiate with the Fairfax business Coalition on the idea of an event with a car show and much more. We are looking at the weekend after Winchester next May. This seems promising, and we will keep you posted as we come to closure on this.

See you at the membership meeting on the 10th and Sully on the 15th. It doesn't get any better than this! Remember, if we all do a little, together we can accomplish a lot!

DAVE

TWO BLACK BEAUTIES BY JASON JAVARAS

When I was 16 and going to High School in suburban Maryland, I was fortunate to have the use of the family car because my dad took the bus to work in Washington. Our car was a '47 Ford Sedan Coupe of Club Coupe as we called it then. It was a Super Deluxe and it had a six cylinder motor. I learned to drive with this car, and also taught the Pom Pom girl I was dating to drive with it. I married the Pom Pom girl. Although I did venture out to Chevrolet land a couple of times, it was the '47 that impressed me most and caused our current obsession with Fords.

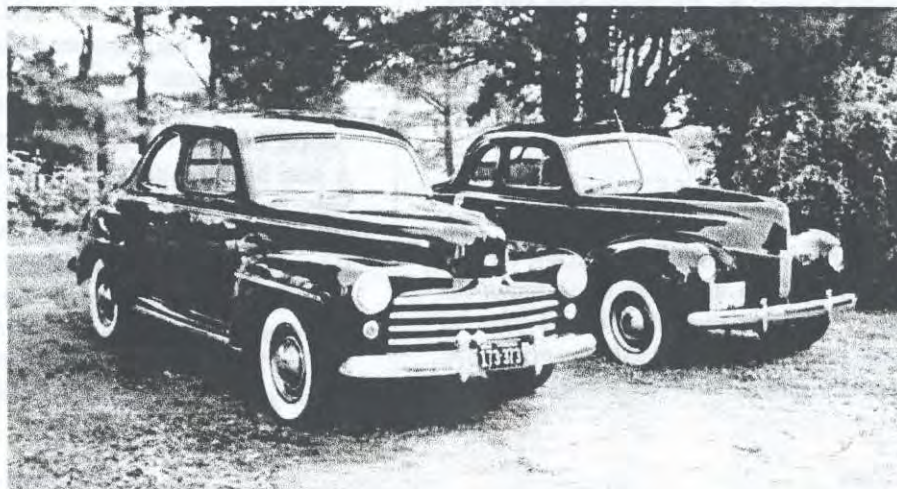
It was in search of another '47 coupe that led us to Hershey in 1987. That year the only '47's to be had there were restored convertibles for \$25,000 an up - too much for our budget! We did, however, happen on a little black '40 Standard Coupe that caught our eye and figured that was close enough, so we mortgaged the house again and drove it home to Virginia. We (or I to be honest) never really forgot about the '47, and kept looking for one every year at Hershey. In 1989, we still had not found anything we liked, when on the last day of the show we saw a photo of a '48 Coupe for sale on a marker stake on the Green Field. We looked up the owner, who turned out to be an AACA judge and to make a long story short, ended up driving to Seaford, Virginia for a looksee, with trailer in tow. Being of weak will, we brought it home the same day. Still never got the '47, but you have to quit sometime.

We took the '40 to Charlotte in 1990 for the 50th anniversary of the 1940 Fords. It made it around the track in the 100 degree heat three times before puking it's anti-freeze on the tarmac. Not bad, I guess. Better than I could have done on foot. Anyway, I had

the '40 apart for about five years. My intent was to replace the floor pan and go through all the running gear. The body and interior were in great shape. Well after several years, all the carefully marked boxes and baggies of parts were becoming one big pile of parts and my son told me that if I didn't start putting it back together, I was going to forget how it came apart. Boy, was he right. It took quite a while, but we finally got it back on the road last year. In the process I got my share of skinned knuckles but really learned a lot of do's and don'ts of auto restoration.

The '48 was in pretty good shape when we got it, but it took us several seasons of questioning V8 experts like Bob Thatcher to get it to the point of competing in the Concourse Division. Although I don't consider it a perfect car by any means, it has gone on to get several Dearborn Medallions and a Grand Nation 1st from the AACA. We hope to take it to Dearborn next year for the 50th anniversary of the '48's. We hope the '40 will prove to be a reliable driver now that I have some time to work on it.

Since we both retired from the Federal Government last year, Dee and I have been trying to catch up on a huge list of backlogged projects. Currently, we are giving our garage a long overdue upgrade, with new doors insulation, rewiring, and yes, even heat for those frosty morns. We also bought an enclosed trailer at Spring Carlisle. Our plan is to continue showing the '48 for now, and drive the '40 to local shows, although there are only so many local shows near Fredericksburg, and most are during the hottest time of the year as you know. By the way, we have a really good open trailer for sale if anyone needs one.



OFF TO ATLANTA IN OVERDRIVE!

Knowing that the drive to the Eastern National V8 Meet in Atlanta was looming, I decided to get serious with the Columbia Overdrive that I purchased last fall. What better opportunity to use the 26% RPM reduction than a long haul tour!

I bought the unit sight unseen from an ad in the *Woody Times*. I had always been envious of Ford owners with the dealer installed feature and further increased my desire to install one in my 1940 woody after purchasing a Columbia equipped '36 Phaeton three years ago. The overdrive makes the perky V8 a cruising machine - you can actually carry on a conversation at 60 mph!

I did have the controls installed, but took them off to display them for my presentation on the Columbia for the Clubs general membership meeting in February. I became aware at that time that Hank Dubois was familiar with the workings also, as he has most of the parts for his '35 (many of which have to be machined from late model parts to fit).

I had the mechanical parts shipped from the guy I bought it from in Calif. Directly to a retired machinist in Tenn who specializes in "bullet proofing" Columbia's. The controls and miscellaneous parts (of which there are many) were sent to Va. The rear axle half of the Columbia came back from Tenn assembled somewhat but required complete disassembly for cleaning and insertion of brass bushings and retaining clips, etc. Upon inspection of the innards, I was very impressed with the condition of all the gears. I paid to have the clutch rebuilt, vacuum can overhauled and welding done on an important "tripod" along with new bearings installed. I do not think that I could have bought a better rear! The rebuilder mentioned also that he had not seen one better.

I had refinished the axle half last fall and replaced the oil seal, so I was ready to clean up the rest and assemble all the parts. There are lots of instructions on how to put the thing together available from the *V8 Times* and also the *Way of the Zephyr* (all zephyrs had Columbia's factory installed up to 1940) and reprints of the original. So, after reviewing all the info, I decided to tackle the job well in advance of the Atlanta trip.

I assembled all the parts using the kit I had bought and jacked up the car real high and went to work. The backing plates come off, shock unbolted, brake line off, spring unbolted from shackles and wish bone removed. Enter Hank Dubois. He came over to help and learn at 9:00. We took up the transmission cover to reveal the torque tube retainer (the part that has two halves that



Rear end Doctors at work

covers the universal gear and bolts to the back of the transmission and is a bear to undo). We pulled the torque tube back from under the car and unbolted the axles from the pumpkin. The Columbia half is bolted to the right side of the center portion after miking the gaskets for the correct size replacement - necessary to retain the mesh with the ring and pinion. Lots of grease and oil here guys - things have to go together clean. I decided to use *Amsoil* 85 -90 gear lube, so dipped the axle gears and all bearings into a pool of oil before assembling. Hank left at 5:00 and cleaning up I discovered that I had left out a part!!! There was an oil baffle ring on the work bench!!

Bill Selley came to the rescue the next day as it required two hands to undo what was carefully assembled. We replaced the ring and reassembled everything - installed the rear end back in the car and attached the spring. That left putting the brakes and transmission cover on to complete the hardware assembly.

Now the task remained of running the vacuum line from the controls to the rear end. Rubber fuel hose is connected to hard copper tubing that is bolted to the frame. That was the fun part - using the pipe bender to shape what you thought was correct - I used up 40 feet of copper to bend two five foot runs! The instructions show a plan of the installation. I replaced the fuel line while I was under there as the original was starting to rust through! All this took a day! Now, with the vacuum line connected, the controls hooked up, the time neared to test it out! With the rear up on jack stands I started the engine and checked first for fuel leaks at the new fittings - OK. I shifted into high and let out the clutch at idle and listened for any grinding (of course I had spun up the wheels by

OVERDRIVE (CONT)

hand first) - both wheel turned and quiet as a mouse! Not a leak! After a few minutes to let the oil circulate I pulled out the overdrive control and stepped on the clutch to send the vacuum back to the rear and it shifted perfect - HURRAH.

The car drives like a dream. At 50 mph with my 3:78, you need 3250rpm - in overdrive it drops to 2300! You just float along! Off to Atlanta with Bill Selley as my co-pilot!
EDITOR

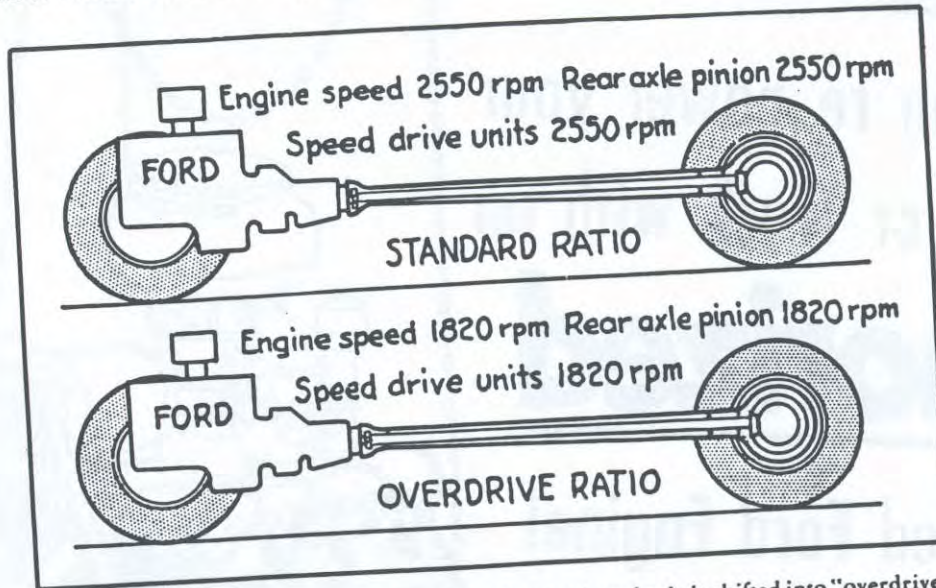


Fig. 2. This shows what happens when a Columbia equipped axle is shifted into "overdrive" at 60 mph. The engine slows down from about 2550 rpm to 1820 rpm. So do the transmission gears, propeller shaft and universal joint and the rear axle pinion and ring gears.

WHO IS THIS HORSEMAN ?

Why it is George Washington played by member Bill Vincent. On his horse Cinnamon.

In 1989 there was a re-enactment of GW's trip from Mt Vernon to New York for his inauguration - the 200th anniversary. The horse club that Bill belongs was asked to have an escort at Alexandria to accompany GW's carriage to Gadby's Tavern. They furnished six men in colonial garb including wigs.

This started the tradition of escorting GW in the Alexandria Parade on President's Day in February each year- Bill has not missed a one!



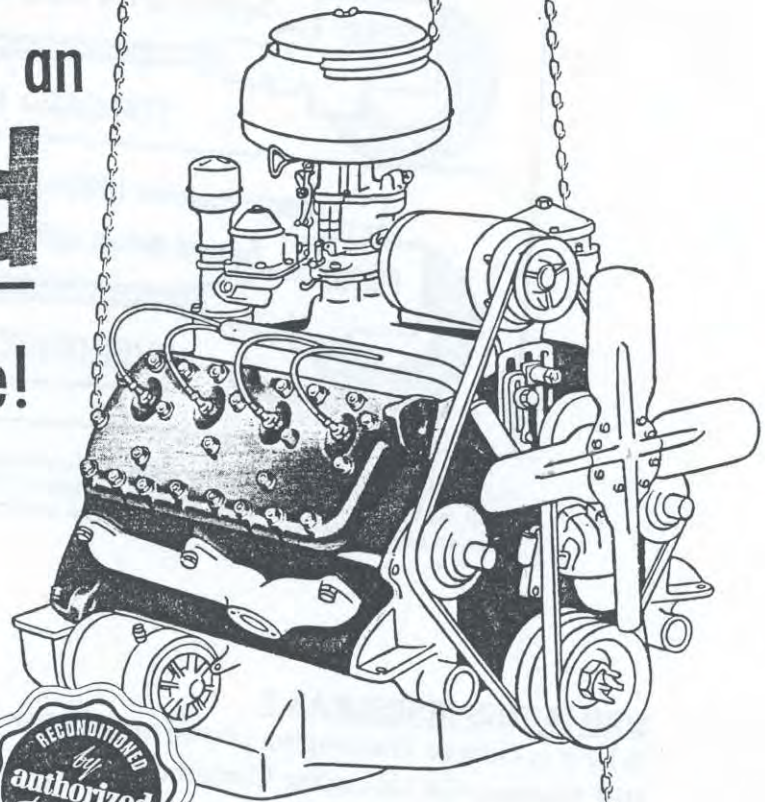
NEWS! for FORD Car and Truck Owners!



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THE ENGINE SAGE PART II - DOING IT! BY DON LOMBARD



My last statement in Part I was that I had decided to go for it. Well, "going for it" meant that I WOULD impose on the V-8 family members to help remove the engine from the '53 and send it out for professional help. I had chosen Jasper Engine & Transmission in Indiana. The basis for the selection were: they had sent printed material on the company and explained what they intended to do; the telephone agent was thorough, knowledgeable and patient; they would remanufacture the engine, as opposed to repair it; they actually run the engine before returning it, the warranty extends 3 yr. or 50K; the price was as low if not lower than any other I found; many of car dealers (including Jerry's) use them for engine exchanges; they have their own transportation and distribution system, which meant I would only have to worry about getting the engine to Jerry's Ford to send it on it's way; AND they were the only outfit I'd found in which no one I talked to had anything bad to say about. (Hope I'm not the first.)

After my momentous decision, Cliff Green and Bill Selley volunteered to help me that next weekend. Unfortunately, perhaps, reaching the decision to commit and being ready to carry it out do not always occur at the same time with me. I needed time to be alone with that decision, and do the same boring, and quite possibly, unnecessary research on the correct sequencing of steps in order to pull this off.

I read all the books and asked all the known club authorities for any tips or cautions they would choose to impart. This step is primarily intended to provide the reassurance that what I had planned to do was, in fact, what anyone would do. It shouldn't have been a surprise when no two opinions matched perfectly in their approach. In fact, the answers all came reflexively fast. but then when I start with the "what about..."s, there is noticeable backpedaling. I ask such questions as: How much do I really need to remove in order to facilitate reassembly; engine-less bell housing, engine plus bell-housing less transmission; or engine plus transmission. What about manifolds and accessories? The shop manual gives two choices: with and without transmission. Why do they do that? I hate choices. There must be only one way to do this thing right in a given set of circumstances, but they don't tell me. Taking in all this information, I take an average of everything I've heard and read, then just study the situation and make my own best (or worst) decision as to how to proceed. I conclude that engine and bell housing are the things to come out together, Wiring and fuel lines, of course, and accessories (generator, fan, vent tubes, oil filter and lines, manifolds, clutch release mechanism, radiator, hood, and shroud) will all be removed first, then on to the major exorcism of what's left. Having got that all planned, I target a date for this to occur. First snag! Cliff and Bill, the guys who largely allowed me to

coax myself into this decision, are to be off on a golf trip. Nevertheless, Bill generously offers the use of his engine hoist and between he, Jerry Pendley (who, as it turns out, will provide several days worth of his labor, experience, and good company) and me, we transport the hoist over to the scene of soon-to-be action. While there, I enlist them to help remove the hood. So with that, the disembowelment officially begins.

Over the next day I poke along, following the sequence I had laid out. Jerry Pendley offers and provides more help in readying for "lift off", and Ken Burns graciously offers to provide a pallet for transportation of the wounded organ and to break away from his own fun filled Sunday project of guests, or, perhaps, it was manure spreading or some such thing, and be a valuable third set of hands and eyes during the removal. Jerry and I pick up the pallet at Ken's warehouse. Dave Blum offers to handle the logistics in getting the engine back and forth to Indiana and to provide the corporate leverage of a large customer, if needed.

At last, all is in readiness. Jerry, Ken, and I gather around, remove the last bolts on the motor mounts, and with the hoist, out it comes, just like s___ through a goose as we used to say down on the farm (almost). Jerry and Ken work on the double quick removing the water pumps, bell housing clutch, flywheel while I try my best to keep pace with labels and bags for everything as it comes loose. Having done that, we hoist the engine onto the pallet in the back of Jerry's truck, lash it down. The next day Jerry delivers the precious cargo to the waiting arms of Dave Blum, who sees it safely off on its journey to Jasper.

I, of course, am left with the massive cave where the engine once resided, packed with 44 years of grease and grime, dust and rust, that I've determined to clean. The engine has been gone for nearly four weeks and I'm beginning to forget what it looked like when something was in there. Rumor has it that it is on the return trip back now. As you might guess, I'm not ready for it to go back in yet, having been preoccupied with my own manure spreading duties.

The project is less than 50% complete, but already I am indebted to many friends who have helped me get this far: Jerry Pendley, Bill Selley, Dave Blum, and Ken Burns, all in no particular order. Cliff, you are right, this is one of the benefits of the club. By the way, what's your schedule look like for the "reinstall"?

End Part II

ADDRESS CHANGES

Please note on your roster the following changes:

Hank & Bea Amster

8543 Foal Court, Gainesville, Va
20155 703-753-9575

Dave & Norma Blum

9495 Coral Crest Lane, Vienna, Va
22182 281-1654

Myrtie Lebkicker

19285 Loudoun Orchard Rd,k
Leesburg, Va 20175

WELCOME NEW MEMBER

Say hello to **Ed Mascali** at the next meeting! 2015 Pimmit Dr., Falls Church 22043. He drives a "slightly modified" '33 pickup.

JUNE MEETING FEATURES HISTORY

Ken Burns has gone through the slides of the last twenty years of the Club activities and has picked out the best to show. The refreshments provided by **Bob Karr**.

SULLY SHOW WILL BE NVRG EVENT

The club will meet under a large tree near the house to picnic as a group - bring your own stuff with some to share. Look for the Club banner. This is always a big show on grass with entertainment.

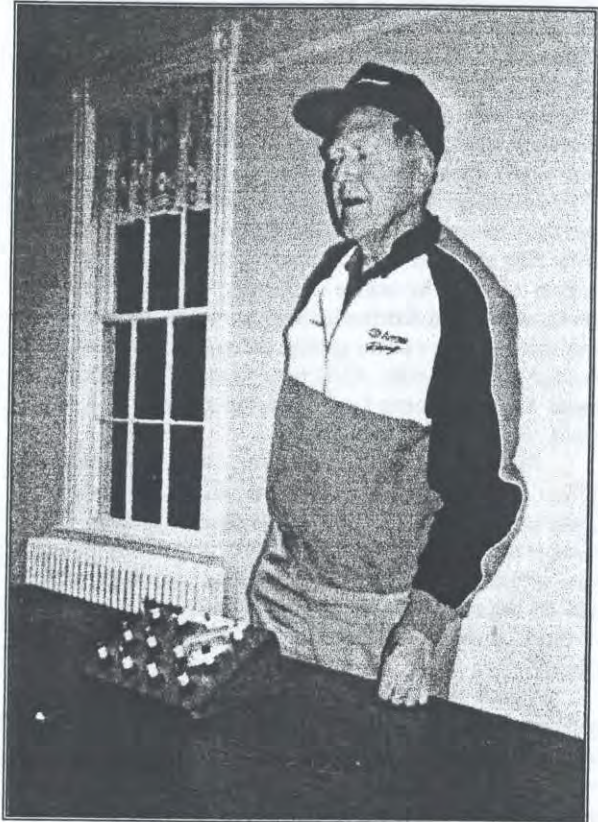
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C. Green	dgreen@erols.com
J. Javaras	javaras@erols.com
D. Lombard	dlombard@mail.hg.faa.gov
J. Pendley	virgo919@juno.com
J. McDaniel	shark4@pop.dn.net
B. Tindall	bstindall@aol.com
D. Westrate	dlwbaw@aol.com

Call editor if you are not on this list. Info will be posted relative to Club events.

S. L. ROSS SPEAKS ABOUT SPARK PLUGS

At the May membership S.L. gave a run down of the correct plugs for your Ford and the many variations of the same plug - three piece, two piece, green, red, top connections, etc. He also told us about his adventure driving his V12 to Winchester. Thanks S.L.



S.L. Ross speaks at May meeting

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Car trailer, open, 19' solid steel deck,
tandem axle, hydraulic brakes. New hitch,
lights, bearings. Good heavy duty car
hauler. Asking \$1,900 540-786-5819

NEWS FLASH!

Car collector **Don Lombard** adds another
Ford to his collection! 1947 Coupe from
Tom Shaw,

CALENDAR OF EVENTS

June

- 3-7 EFV8C Eastern Nat'l Meet, Atlanta, GA
- 6-8 Carlisle All Ford Nationals
- 7 Tri County Region AACA, Skyline Meet, Luray, VA
- 10 7:30 p.m. *NVRG Monthly Meeting* - slides show of the past twenty years
- 14 Ches Bay Mustang Club, Mustang & All Ford Show, Bob Bell Ford, Glen Burnie, MD
- 15 Sully Plantation Meet, Chantilly, VA
- 17-20 "Flachbacks": Collectible Car Show, swap meet, Auction, 50's music fest, Blob's Park, Jessup, Md
- 19-21 AACA Eastern Div Nat'l Spring Meet, Sugarloaf RG, Gaithersburg, MD
- 20-23 Carlisle All Truck Nationals
- 23-2 EFV8CA Western National Meet, Rohnert Pk, CA
- 24 7:30 p.m. *NVRG Directors' Meeting*
- 28 Oatlands Plantation, Leesburg, VA Annual Lions Club Antique Car Show

July

- 8 7:30 p.m. *NVRG Monthly Meeting*
- 12 Mid-MD Ford Club, All Ford Show, Frederick Motor Co. Frederick MD
- 13 7th Ann Nat Cap Reg EFV8 Show, Longwood Rec Center, Brookville, Md. Club caravan via White's Ferry
- 17-19 AACA Southeast Div Nat'l Meet, Louisville, KY
- 23-27 EFV8CA Central National Meet, Tulsa, OK
- 25-27 Summer Carlisle
- 29 7:30 p.m. *NVRG Directors' Meeting*

August

- 1-3 34th Das Awkscht Festival Car Show, Flea Mkt, Mc Cungie, PA
- 9 Historic Fredericksburg, VA, Reg AACA Meet, Walker Grant Middle School
- 12 7:30 p.m. *NVRG Monthly Meeting*
- 16 NCR AACA Tobacco Trail Car Show, Allen Park, Bowie, MD
- 17 12th Annual Francis Scott Key car show atr Rose Hill Manor, Frederick, Md.

- 23-24 Virginia Wine Festival, Great Meadows
- 24-29 AACA Vintage Tour in Central PA
- 26 7:30 p.m. *NVRG Directors' Meeting*

September

- TBD EFV8CA European Tour
- 6-7 *Lebkicker Memorial Tour*
- 7 Sugarloaf Mtn. Mt. Airy, MD
- 7 NCR Mustang Club All Ford Show, Jerry's Ford, Annandale VA
- 9 7:30 p.m. *NVRG Monthly Meeting* - Volt/ohm meters
- 13 4th Annual Antique Auto Show, Northern Neck Region AACA - Heritage Park Resort, Warsaw, VA
- 11-14 Charlotte, NC Autofair '97 at Motor Speedway
- 14, Washington Times Out of the Past Review
- 14 Ed Rohr Mem Car Show, Bull Run AAC
- 20 3rd Ann Black & Decker Car Show
- 21 Bell Grove Plantation - Strasburg Rotary car show Middletown, va
- 30 7:30 p.m. *NVRG Directors' Meeting*

October

- 2-5 Fall Carlisle
- 8-11 AACA Eastern Div Nat'l Fall Meet, Hershey, PA
- 14 7:30 p.m. *NVRG Monthly Meeting* - Voltage regulators
- 18 Rockville, MD Car Show
- 28 7:30 p.m. *NVRG Directors' Meeting*

November

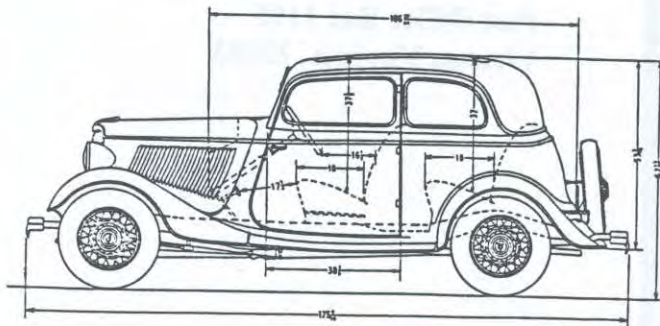
- 11 7:30 p.m. *NVRG Monthly Meeting*, Program; Hershey Slides
- 25 7:30 p.m. *NVRG Directors' Meeting*

December

- 6 *NVRG Holiday Party*
- 9 7:30 p.m. *NVRG Monthly Meeting*
- 30 7:30 p.m. *NVRG Directors' Meeting*

* Projected date based on 1996

Please contact Don Lombard, (703) 690-7971 with corrections, omissions, etc.



1933 VICTORIA 40-740



BOARD OF DIRECTORS NORTHERN VIRGINIA REGIONAL GROUP



President: Dave Westrate....620-9597

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Activities:	Bill Tindall	323-6151
Property:	Bill Selley	273-5334
Programs:	Jason Javaras	768-5819
Refreshments:	Bob Clark	323-5217
Newsletter:	Cliff Green	426-2662

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



FIRST CLASS MAIL

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