



Northern  
Virginia  
Regional  
Group



# VALVE CLATTER



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

Volume XXI, No. 5

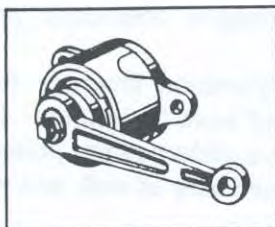
May 1998

Cliff Green, Editor

## SHOCK ABSORBERS

Editor

The shock absorbers on our old Ford are mostly a no maintenance item. We ride blissfully along and they do their job, maybe....most of us have no idea if they working or not, we accept whatever ride the mechanism gives us. As the car hits a bump, what is not absorbed by the tire is transmitted to the axle, which is attached to the spring. The spring is expanded and the then flexes back forcing the frame upwards. Attached to the axle is the lever action hydraulic shock absorber whose job is to smooth out the spring action - primarily to reduce the rebound. 60% reducing rebound, 40% spring flexing. The operating principal is hydraulic resistance - fluid is forced from one chamber to another as the arm is moved. Now, if your Ford is bouncing up and down like a hobby horse, those shocks are proving no resistance!



Our Fords use the unit designed and patented by Houdaille (pronounced WHO-DIE). Houdaille worked for the Army and invented the recoil action for the howitzer prior to WW1. After the war he invented and patented the "gas discharging vavle for hydraulic apparatus" device for automobiles. It is thought that the firsts units were applied to either the Cadillac or Pierce in the '20's. Houdaille's big break came when Henry Ford accepted his design for the model A in 1928. Over 5 million A's were built with this unit. Ford build these shock absorb-

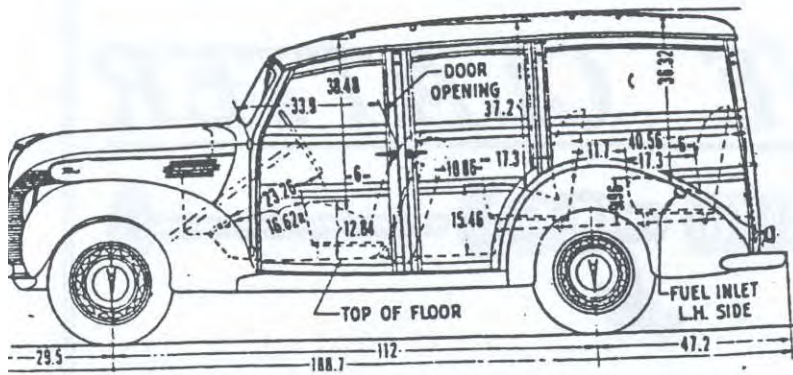
ers under license at several plants or had them jobbed out. Ford is not seen stamped on any units. Ford continued to use the Houdaille design until the introduction of the tubular shock in late 1947.

The description of the various years is beyond the scope of this article. To make sure what is correct for your vehicle, look in the chassis parts book for your year, not in the "Green Book". Remember that book will give replacement parts, not what is original for the car. Another authentic source is the restoration manuals from the National. Also, the rebuilders are familiar with what is correct.

We see some shocks on the flea market table - How do we know if they are good or not? They can be grungy and dirty, but what we want to check for is lack of any side play, some freedom of movement and any leaking fluid. The original fluid was glycerine, which attracted water, which made for rust and hence froze up the shock. However 50% of frozen shocks are rebuildable. The shock arm movement should have more resistance in one direction. The manual calls for attaching a 50-LB weight to the arm and timing the number of seconds from top to bottom!

There is nothing we as hobbyist can do to our shocks but to test and service them and if suspicious as to their working capability, send them off to be rebuilt. There is nothing gained by taking the things apart (if you can) as there are no rebuild kits.

*(Continued Page 8)*



*Up front*  
with  
The President



MAY 1998

Well, I cannot tell you how happy I am with the progress that has been made on the car show event coming up on May 17th. This is shaping up to be a very nice affair, especially for the first effort. **Tom Shaw** has done a wonderful job coordinating all of this, and his people skills have been quite evident as we have moved this along through a "committee" process.

**Don Lombard** designed a most professional registration brochure for car entries and is managing the registration process. This has been a lot of work for him too. **Cliff Green** has spent considerable amount of time corresponding with other car clubs and has personally delivered Don's registration forms to several of them. **Dave Blum** has been busy as well, and we thank them all.

Once the artwork was done, we were able to order our dash plaques in red, white and blue from Massachusetts. **Gary Powers**, Executive Director of the Downtown Fairfax Business Coalition, has ordered the trophies for us. Gary is the son of the U2 pilot shot down over the Soviet Union in that famous incident. There will be a Mayor's trophy and one for most original presented by NVRG. Several merchants will provide door prizes for the car registrants and our MC **Bill Simons** will award them

We will have a nice spread in the Washington Post and are looking for possible TV coverage and other big time advertising as well. The food vendors are getting lined up, and the Police Department will set up an inspection point for baby car seats. Much more is happening as well, so I urge you to plan to attend and participate in the jobs the club has to do to pull this off.

Our Membership Chairman, **Bryan Boardman**, is moving in June. The Board is seeking a replacement for his position. Most of the work has been done, so his replacement should be actively seeking new members for the National and our Regional Group and keeping our roster and mailing list up to date. Anyone out there volunteer?

We will have a good speaker next meeting who is coming from Rockville to tell us all we need to know about batteries - let's have a good turn out.

At the end of the month we will have another fund raiser which will require only that you drive your old Ford out to *Willowcroft Winery* for a picnic. Please put this social tour on your calendar.

Remember, if we each do a little, together we can accomplish a lot.

Dave

## APRIL TOUR AVOIDS APRIL SHOWERS

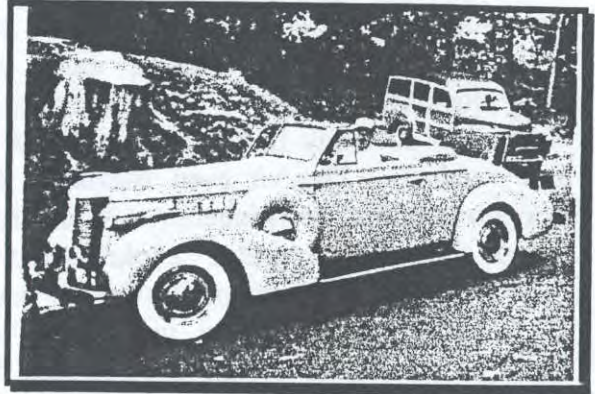
By Hank Dubois

The weather forecast called for a chance of afternoon showers as NVRG kicked off its 1998 touring season on Saturday April 18<sup>th</sup>. However, eager to get their V8's back on the road, four V8'ers gathered at Fair Oaks Mall at the appointed hour: **Bill Simons** with this '34 Tudor, **Mike Kearney** with his newly acquired '37 pickup (a green beauty) and **Hank and Cindy Dubois** with their '35 coupe. **Steve Dawkins**, who was in town on business, joined the group and rode shotgun with Bill. The three vintage Fords provided onlookers with a rare sight as they cruised out Route 50 to Gilberts Corner to rendezvous with **Bill and Louise Vincent** with their '51 Fordor and **Tom Shaw** with his '51 Convertible.

The tour then continued west on Route 50 through Aldie and on to the Snickersville Pike just west of Aldie. This historic road is about 15 miles long and goes through some of the most scenic country side in Northern Virginia including the picturesque villages of Airmont, Philomont and Bluemont where it joins Route 7. The scenery was especially beautiful for our tour. The dogwood and redbud were in full bloom in the woodlands and the many historic homes and horse farms along the route were adorned with spring flowers and flowering trees and bushes.

Upon intersecting Route 7, the tour proceeded west to Berryville then south along State Route 613 to **Karl and Dorothy Anderson's** lovely country home. We were treated to a tour of Karl's large well-equipped garage as well as some interesting stories about Karl's experiences with old cars. We inspected a pretty '55 Olds convertible that Karl had just about finished restoring for a client; Karl's '37 Buick convertible that was recently damaged due to a carb fire (not too bad, thank goodness); and Karl's recently acquired '28 Hudson sedan, a totally original and very unusual automobile. Steve Dawkins was also

inspecting a '46 Mercury convertible, which was in Karl's shop for, repairs.



*Karl Anderson's 1937 Buick, which he has driven to the west coast and back. That's Ken Burn's '41 in back.*

Following the garage tour, Karl and Dorothy led the Fords over scenic back roads to the town of Boyce. We enjoyed lunch at the "General Store", a charming building with unusual antique fixtures, many of which came from a local apothecary shop. After lunch, we said goodbye to Karl and Dorothy and visited an antique shop adjacent to the restaurant operated by a young couple who used a nice original '52 Chevy pickup to haul their antiques around.

We then headed for home, driving through the little village of Millwood, and then back on to Route 50 just west of the Shenandoah River. The Vincents left the tour after clearing Ashby Gap and headed south for home on Route 17. The rest of us had a pleasant drive back along Route 50 through Upperville and Middleburg making it back in plenty of time to avoid the late afternoon shower. All in all, this was a most enjoyable tour and the partly cloudy and cool weather turned out to be perfect for the V8's. If you missed this tour, you really missed a good one! Special thanks to Karl and Dorothy Anderson for their hospitality and assistance in making this tour a success.

## TOOLING AROUND AT CARLISLE

by Hank Amster

Just in case some (most) of you didn't get to Spring Carlisle, its kinda like the Washington Post says, (to paraphrase) "if you didn't get there, you didn't get there. But in this case, it was nothing ventured, nothing lost, or you didn't need to get there. That is, unless you were interested in tools of the import variety. Never saw so many flea spaces occupied by tool vendors. They've even overtaken the Corvette vendors in frequency. Aside from Dennis Carpenter's big tent, a token setup by Bob Drake, and Waymon Brownlee's usual V8 shopping center, there just wasn't too much of interest to arouse the flathead V8 enthusiast.

Guess I'm just too spoiled by the Hershey scene after so many years of going there. In a nutshell, Carlisle is for the late 1950's/1960's vehicle crowd, with little to offer us 30's/40's/early 50's guys. Of course there's always some exceptions. Just so the trip wouldn't be a total loss, I shelled out the large sum of \$20 for another heater for my '41. All I needed was the motor, because mine is the wrong type--it doesn't reverse for the defrost function. Of course when I got the heater home and checked it, the motor didn't work. Just another one of those "what you see is what you get" purchases. Anyone know who fixes heater motors?

Not wanting to be all negative, it was good to be back out among the fleas after the winter blahs, especially after missing Frederick. Even if the emphasis continually shifts upward to later model cars (and tools) at Carlisle. its still a great day's entertainment to be among the old (and not so old) car guys. Besides, where else but Carlisle can you get that great chicken corn soup, the highlight of my day there?

## GM VS. MICROSOFT-A REBUTTAL

At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated: "If GM had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1000 mi/gal."

Recently General Motors addressed this comment by releasing the statement: "Yes, but would you want your car to crash twice a day?"

1. Every time they repainted the lines on the road you would have to buy a new car.
2. Occasionally your car would die on the freeway for no reason, and you would just accept this, restart and drive on.
3. Occasionally, executing a maneuver would cause your car stop and fail and you would have to re-install the engine. For some strange reason, you would accept this too.
4. You could only have one person in the car at a time, unless you bought "Car95" or "CarNT". But, then you would have to buy more seats.
5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast, twice as easy to drive, but would only run on five percent of the roads.
6. The Macintosh car owners would get expensive Microsoft upgrades to their cars, which would make their cars run much slower.
7. The oil, gas and alternator warning lights would be replaced by a single "general car default" warning light.
8. New seats would force everyone to have the same size butt.
9. The airbag system would say "Are you sure?" before going off.
10. If you were involved in a crash, you would have no idea what happened!

**CITY OF FAIRFAX HERITAGE WEEK**

**AND ANTIQUE CAR SHOW**

**May 17, 1998**

The date of our car show is fast approaching and the steering committee members have accomplished many of the critical tasks necessary to run a successful event. I am told that those members who attended the last NVRG general meeting were given the very attractive antique car registration form designed by **Don Lombard**. **Cliff Green** has been advertising our show and personally distributing the antique car registration forms to local antique car groups such as the Model A and Bull Run clubs. Registration forms have been mailed out to other local clubs. Cliff has also advertised the car show in car related periodicals. **Dave Westrate** has ordered 200 dash plaques from a supplier in Massachusetts with a return date of May 13, 1998. It appears that with Dave Westrate's connections our show might get free advertising from channel 5 and 7.



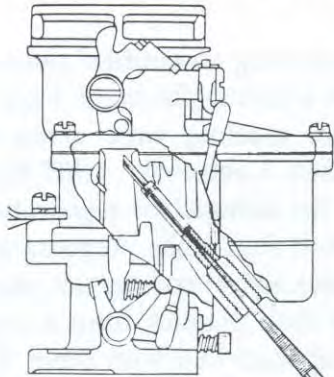
We still need more volunteers to sign up for antique car registration and parking. In order for the show to be a success we need your help and support. **Dave Blum** is in charge of antique car parking and **Don Lombard** car registration. I also need a total of four people to help collect entrance fees at the general admission table. Two people will be asked to work with several Fairfax Coalition people from 9:00 a.m. to noontime, then two more from 12:00 noon to 5:00 p.m. We would greatly appreciate the help from club member wives also. Please call me at home to volunteer or see me at the general meeting on May 12, 1998.

All car show workers are requested to wear their V-8 shirts, nametags and hats if you have them, so we may be readily identified as NVRG club members. **Bill Selley** said he would bring shirts to the next meeting for those who have not bought one yet. NVRG workers are requested to arrive at the show no later than **7:30 a.m.**, unless you are assigned to work a later shift.

Everyone please bring your antique car to the show. I also have a request from one of our committee members, who owns the Main Street Bagel Shop, for an antique car to be parked in front of his shop during show day. He feels this would be great advertisement for the car show. Please let me know if you would be willing to park your car at the Bagel shop on show day.

**Tom Shaw**

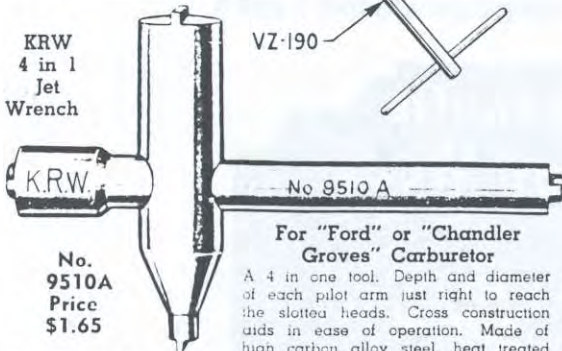
## Carburetor Discharge Tube Puller



No. VZ-190  
60 Cents  
Shipping Weight  
4 Oz.

See Page 50  
Subject 9510  
(Fuel System)  
Ford Service  
Bulletin For  
Full Information

KRW  
4 in 1  
Jet  
Wrench



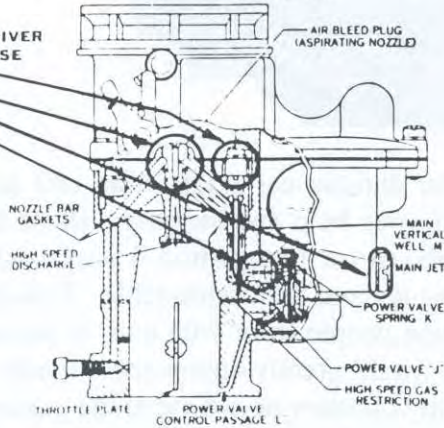
No.  
9510A  
Price  
\$1.65

Ship. Wgt. 4 Oz.

### For "Ford" or "Chandler Groves" Carburetor

A 4 in one tool. Depth and diameter of each pilot arm just right to reach the slotted heads. Cross construction aids in ease of operation. Made of high carbon alloy steel, heat treated and finished. Each quick service mechanic should have one.

SCREWDRIVER  
FITS THESE  
FOUR  
HEADS



## KRW Spark Plug Wrench

No. SV-235 Shipping Weight 2 Pounds Price \$1.40

This double end Spark Plug Wrench is designed and built for mechanics who appreciate a good tool. Made from alloy bar steel properly heat treated. Sockets are carefully broached.



## KRW Carburetor Jet Wrench

For Use on "Stromberg" Carburetor

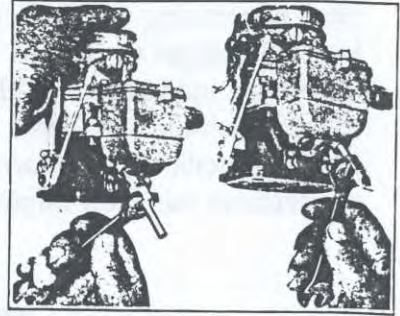


No. 9510B  
60 Cents

Ship. Wgt. 4 Oz.

Carburetor jets are easily removed or replaced with the KRW Special Jet Wrench. It is possible, when using dirty gasoline, for small particles of dirt, etc., to enter and become wedged in the various metering orifices which restricts the flow of gasoline and results in a lean gasoline-air mixture.

The remedy is to remove the jets and clean them with compressed air. See Subject No. 9510, (Fuel System) Page 9, Ford Service Bulletin.

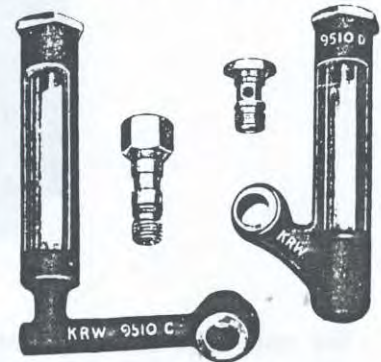


## KRW Float Level Gauges

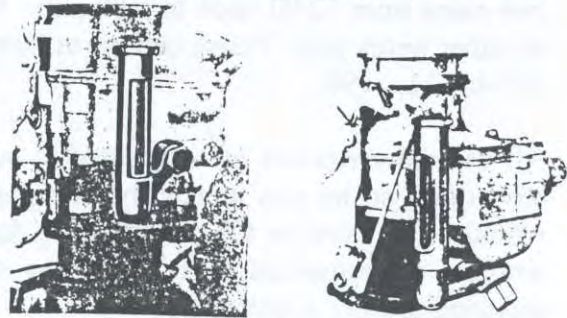
No. 9510C  
Price \$2.00  
For Stromberg  
Ship. Wgt. 2 Lbs.

No. 9510D  
Price \$1.25  
Ship. Wgt. 1 Lb.  
For "Chandler-Groves"  
or "Ford"

Both for \$3.00



KRW Float Level Gauges permit checking of the gasoline level under actual operating conditions. They are attached to the drain plug hole (as indicated in pictures below) and the engine is permitted to idle. The fuel level in the carburetor bowl is duplicated in the glass tube of the Float Level Gauge and the checking measurement can be made from the gasoline line in the tube to the front bowl cover gasket. See Ford Service Bulletin, (Fuel System) Subject No. 9510, for full instructions.



Complete Carburetor Repair and Testing Equipment Available Soon.

## SAFETY, DO IT RIGHT

Editor

While doing servicing to **Dave Blum's** '47 Mercury, I pulled the right rear wheel to pack the wheel bearing. I noticed that the cotter pin was missing! The wheel did not require much torque on the wheel puller to pull the drum off the axle shaft. I used complex soap based grease after reading the comments in the latest V8 Times concerning the use of synthetic grease on the rear bearings.

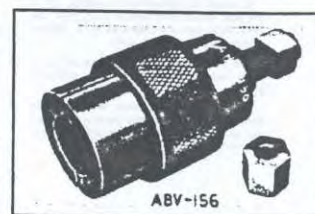
The left rear wheel did not have a cotter pin either and the wheel nut was loose. The drum did not require any effort to come off the axle – it was not tight on the tapered shaft! Upon inspection of the axle key I found that it was worn, pinched in on both sides! The drum was rocking back and forth on the key. The movement in a counterclock wise direction worked on the axle nut so that it backed off, shearing the cotter pin, the remains of which I found in the hole! Now, it was only a matter of time before the drum, being loose, would shear the soft axle key and spin off the nut and there goes the wheel!

There is a correct way to adjust the rear drums. First make sure the key fits properly in the axle slot, snug, and it is square. Insure that the threads on the shaft are sharp, if not, run a chaser over them. Tighten the nut with a breaker bar with 150 lbs. of torque (my torque wrench only registers 150 lbs.). Moose down on that nut – do not back off to insert the correct size (beefy) cotter pin, but crank down some more until the hole lines up. The object is to squeeze the drum on the taper and lock it there.

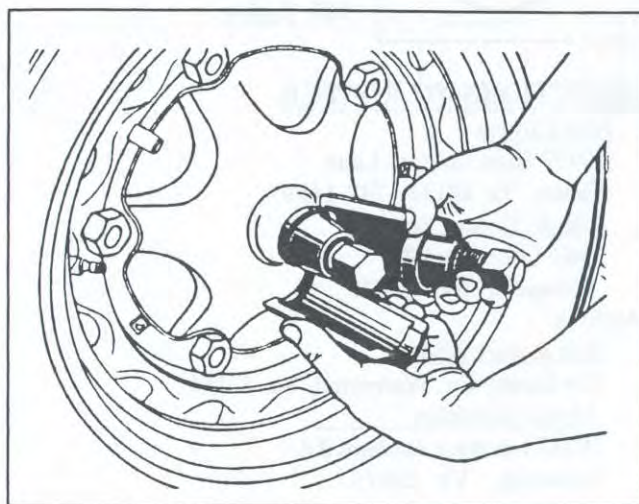
There have been occurrences of axle shaft breaking from fatigue with the drum flying off. There is a device that attaches on the brake cylinder bolts and cups over the drum to prevent it from leaving the car if the shaft

breaks. That would ruin your whole day! *Mac's* sells one for about \$30.

Now that the drum is properly assembled, how does one properly remove it? **Dave Westrate** borrowed my wheel puller to remove the drums on his '39 Wagon. This one is a three pronged type that attaches to the wheel nuts. When tension is applied to the end of the axle, you can then beat with a big hammer on a attached handle to encourage the drum off the taper. Well, with **Bill Selley** assisting, along with heat from a torch, the drum would not budge. Enter **Ken Burns** with the *K.R Wilson* wheel puller, a repro of the tool Henry Ford recommended to remove rear drums. After a bit of encouragement (a few hammer taps) the

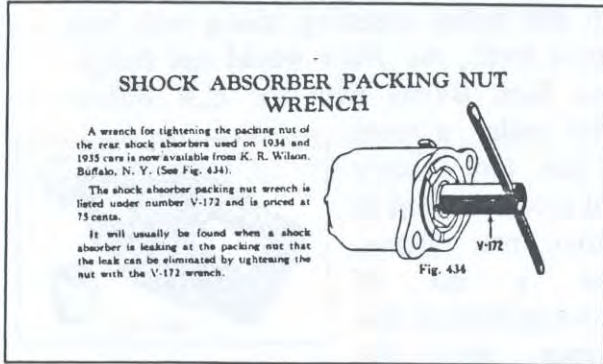


drum comes off. Now, my old puller applied so much pressure on the wheel bolts that it distorted the drum and ruined it! Break drums are expensive to replace, especially those with enough metal remaining to turn. So, I am regulating my three prong job to the junk pile and have bought the K. R. Wilson – expensive, (\$124) but it does the job as Henry wanted it done. I am willing to loan this tool out after you consign me your title.



(Continued from front page)

Every year the fluid level should be checked. Clean the area around the cap. Be careful to allow excess fluid to run out prior to replacing the cap as the shock absorber depends on the reservoir having the correct air space to absorb the excess pressure which otherwise would force fluid out of the body through the packing. Use fluid purchased from M&S Hydraulics advertised in HMN. Shocks prior to 1939 should have the packing gland nut tightened if there is any fluid leak – a special wrench is required for front and rear adjustment. (Does anyone out there have one?)



There is an adjustment screw to regulate the amount of resistance in the shock valve. This was necessary for the cold weather – if you want to play with this, move the pointer only 1/16 of an inch. I recommend leaving it alone. The service bulletins discuss at length how to make these adjustments to suite the owner.



**CARL NELMS**  
4248 Allison Cir  
Fairfax, Va 22030  
385-8328  
'48 Tudor

**CORRECTIONS TO ROSTER**

ADD: John Girman  
10407 Hunt Country Lane  
Vienna, Va 22182 242-1459  
John & Yvonne French  
1881 Luce Creek Dr  
Annapolis, Md 21401

New Address:  
Bob & Jane Wild  
104 Mosby Cir, Warrenton, Va 22186  
Myrtle Lebkicker  
19285 Loudoun Orchard Rd.  
Leesburg, Va 22075

New phone Number:

John Wenchel 690-6127

Mike Bellefaire 540-657-2330

**FOR SALE**

1 Ford 18" wheel, slightly bent, almost no rust-free. 60 hp engine mostly complete, excellent condition, no crankshaft – Free

Wanted: Transmission of 39 Ford 85 hp  
Gjl Williams 560 -8829

'64 Lincoln four door convert. New top and interior. New exhaust and tires. Will paint to buyers choice. \$12,000 Steve Morgan 534-5523

**TOUR FOR THE LADIES**

Plans are being made for a club tour to Middleburg to view their Annual Garden Tour along with a picnic. Mark June 14<sup>th</sup> on the calendar.

Our condolences are extended  
to the family of member GALAND  
CULPEPPER 1978 -1998

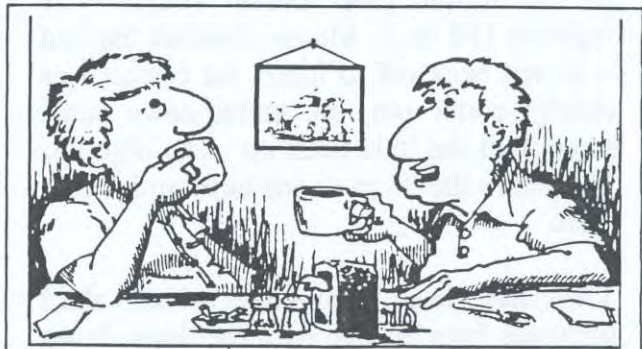
Tommy Lumpkin has returned home after a quadruple bypass. He is doing well and is receiving phone calls.

**MODEL A'S ACTIVE CLUB**

I attended the Model A club to promote our meet. They had 60 + members attending who could by beer and soft drinks. Their treasury includes CD's and mutual funds totaling \$40,000! One could borrow videos from their how-to library and borrow special tools to do the job.

**APRIL MEETING**

Only 12 members attended our meeting to hear Cliff Green give a presentation on shock absorbers! Please attend in May to hear our Battery speaker and enjoy home made refreshments!



It's called "Y-Bar Anonymous." Whenever you get the urge to buy another old car or go to a swap meet, someone comes over and stays with you 'til the urge passes. Now I can stay home Saturday nights instead of wandering the streets looking for the first Sunday want-ads to hit the pavement!  
(Courtesy of THE RUMBLE SHEET, Bedford State Regional Group, April 1987)



# CALENDAR

## May

- 9 Winchester
  - 8-10 AACA SE Div. Nat'l Spring Meet,  
Greenville, S.C.
  - 12 *NVRG Monthly Meeting* Batteries
  - 16 Old Dominion Meet, Hampton, Va.
  - 17 **City of Fairfax Heritage Festival. Antique  
and New Car Show - NVRG Sponser**
  - 20-23 AACA Eastern Division Tour, Annapolis, Md
  - 23 Gettysburg AACA, New Oxford, Md.  
22nd Antique car & Flea Market
  - 26 *Meeting NVRG Director's*
  - 30 NVRG Willowcroft Winery Club fund raiser,  
1100- 400, Leesburg, Va
  - 31 - Marshall days, Marshall, Va.
- ## June
- 5-7 Carlisle All Ford National
  - 9 *NVRG Monthly Meeting @ Jerry's Ford -  
Body Shop*
  - 21 Sully
  - 19-20 AACA Eastern National Meet, Salisbury, Md
  - 29-July 4 EFV8CA Grand National Meet, Dearborn

## July

- 9-11 Grand natl AACA Meet , Cherry Hill, NJ
- 11 All Ford Show, Frederic Motor Co, Rt 40  
Frederick, Md
- 12 Natl Cap Reg. V8 show - Brookville, Md
- 14 *NVRG Annual picnic, Nottaway Park*
- 24-26 Summer Carlisle
- 28 *NVRG Director's Meeting*

- Jul 31-Aug 2 35th Annual Das Awkscht Fescht,  
o Memoria Park, Macungie, Pa.

## August

- 8 Fredericksburg AACA Show
- 11 *NVRG Monthly Meeting*
- 15 23rd Annual Tobacco Trail Antique & Classic  
Car Show, Allen Pond Park, Bowie, Md.
- 22-23 Virginia Wine Festival
- 25 *NVRG Monthly Meeting*

## September

- 8 *NVRG Monthly Meeting* Running boards
- 13 Mt Airy - 29 th annual Sugarloaf Region  
AACA meet
- 12-13 **Annual Lebkicker Tour**
- 13 Out of the Past Review - Vern Parker's "Times
- 20 Bull Run Region AACA, Manassas, Va
- 20 Piedmont Region AACA, Charlottesville, Va.  
Dick McIninch 804-361-2568
- 29 *NVRG Directors Meetintg*

## October

- 1-4 Fall Carisle
- 7-10 Hershey

Call Editor for addition to this list - check date for sure!

**- CARAVAN TO WINCHESTER -  
THE APPLE BLOSSOM PARADE OF NVRG V8'S  
WILL LEAVE FAIR OAKS MALL  
AT 7:30 MAY 9**

We want to be there early to beat the rush at the registration table  
and get to the flea market!

WILLOWCROFT WINERY - MAY 30<sup>TH</sup>



**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**



**President: Dave Westrate.....620-9597**

Vice President: <b>David Blum</b>	281-1654	Programs: <b>Bill Simons</b>	536-3648
Secretary: <b>Tom Shaw</b>	771-9374	Property: <b>Bill Selley</b>	273-5334
Treasurer: <b>Hank Amster</b>	753-9575	Historian: <b>Don Lombard</b>	690-7971
Membership: <b>Bryan Boardman</b>	643-2661	Refreshments: <b>Mike Bellafaire</b>	540-657-2330
Tours: <b>Hank Dubois</b>	476-6919	Newsletter: <b>Cliff Green</b>	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 alternate sites. **SEE YOU THERE**



**FIRST CLASS MAIL**

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