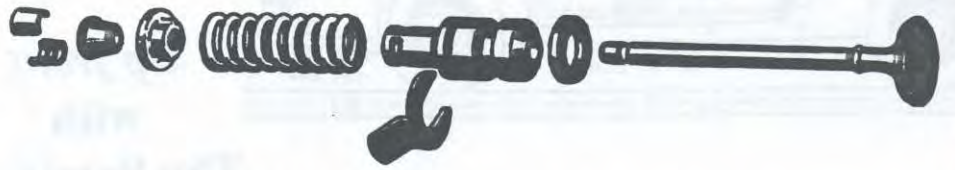




# VALVE CLATTER

Northern Virginia Regional Group



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

Volume XXI, No. 10

October 1998

Cliff Green, Editor

### LEBKICKER TOUR

**Sandra Green**

*Don Lombard receives award from Pres. Westrate*

This better be good, I thought, as Cliff and I headed out to the Fair Oaks Mall very early Saturday morning, on Sept. 12. Thoughts of missing a golf game and quite possibly putting it all together for my best golf score ever were running through my head as we pulled into the parking lot. The guys love these bonding sessions with their old car buddies, so I was going along to be a good sport.

Well, a delightful experience started immediately unfolding, as Cliff maneuvered the Woodie into line with the many V-8's already waiting to begin the caravan along scenic roads into West Virginia. Lots of familiar faces--- Jim and Char **McDaniel**, Paul and Elsa **Chase**, Ken and Helen **Burns**, Bill and Sylvia **Tindall**, Bill and Liz **Simons**, John and Patty **Girman**, Don and Tina **Lombard**, Dave and Barbara **Westrate**, Hank and Cindy **Dubois**. I can play golf any time---this really has the makings of a great weekend, I thought, as we took off along Route 50, acquiring more than a few turned heads and thumbs up signs along the way....an added bonus was the pleasure of Dave and Barbara's company in the back of our woodie!!

First stop was Johnson's Steak House, where we were greeted by Bea and Hank **Amster**, Dave and Norma **Blum**, Bill and Louise **Vincent** and the Shenandoah A. A. C. A group. We filled a back room set aside for us---and having over 40 people suddenly show up for breakfast didn't faze the staff too much. After a great, cheap breakfast, off we went to reclaim our old cars and jockey for position in the caravan..(Is it still my imagination, or do people try to avoid getting behind Ken Burns' woodie?)

With perfect instructions written out by Don Lombard, who planned and drove the entire route with Carl Andersen prior to

our weekend, it was amusing to see some turn left---some turn right---to begin our journey. Somehow, we all managed to gather up on 15 North, just past the Rt. 7 intersection---and we were off!!!

A perfectly glorious day to drive the old cars, though it got warmer as the day unfolded! First stop was Shepherdstown, W. Va., which is a beautiful small town, centered by the Shepherdstown University. We were all enchanted by a small children's playhouse, built on the grounds of the University. Heading to the main street, we were free to stroll along the quaint street enjoying the architecture, small shops

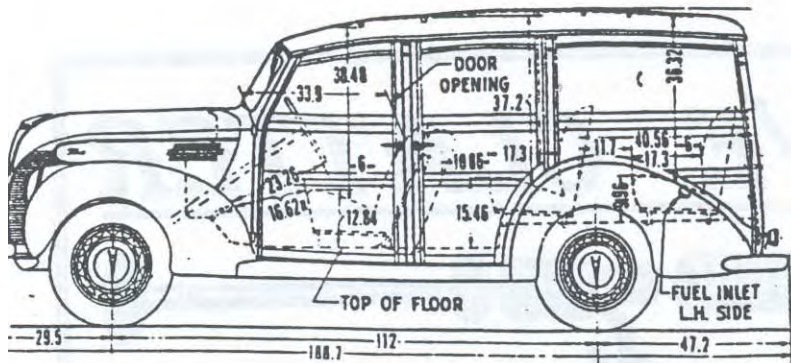
and choosing which of the many restaurants we would have our next meal. Many of our members asked if I had met Duncan, a large sheltie also enjoying the town with his proud owner, who put Duncan through his repertoire of tricks for any interested bystander. Of course I had to stop and admire his routine, being the sheltie lover that I am!!!

Brilliant, hungry minds must think alike, as we stopped in the Yellow Brick Bank restaurant to see most of our members had gathered there for

lunch---two long tables full! It also took a brilliant mind or two to figure out the bill, since the less than helpful waitress brought a single check for the entire group to pour over.

Oh well---off to the cars and the next stop, Sharpsburg, Maryland and the Antietam Battlefield. Since the day had become rather toasty, the aspect of an hour and a half tour outside with a park ranger seemed rather daunting, so we opted for the 30 minute film in air conditioned comfort, followed by a short narrative outside by an excellent guide. Understand one of our ladies opted for a nap in her '34 two door!!!! Our visit concluded with a drive through the battlefield area, and we were off to the Cliffside Inn and Conference Center in Harper's Ferry.





*Up front*  
with  
**The President**



Welcome to fall, and I hope it is a good one for you. Hershey is this week, and we all look forward to the big show and a lot of good fellowship. Eric waterproofed the tent, and I have packed extra blankets. I hate being cold!!

The Lebkicker Tour was great fun. The civil war battlefields were most interesting, and the weekend was a total success. Thank you, Don, for all you have done to win the Lebkicker Award and for all you did again for this year's tour.

Don't forget the next tour to Rockville on the 17th. It promises to be a great fall car show. Don't miss the next membership meeting which features Bill Simons on carburetors - a must see program! Bill's expertise was apparent on the Lebkicker Tour!

Well, its time once again to nominate our slate of Directors for next year. We have a lot of new members and new blood is always good. Please let us know if you are willing to contribute as a Club Director. It is not a big deal, and moving the chores around is only fair.

The early planning meeting for next year's car show in Fairfax comes up in the next few weeks. We are searching for a coordinator so Tom Shaw can have a break. I will meet with "all volunteers" after the membership meeting!

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

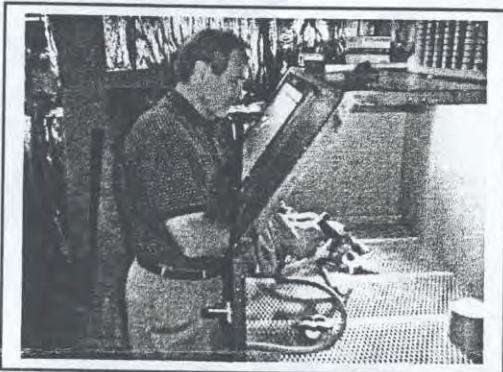
David

## HOME MADE BLASTER

Editor

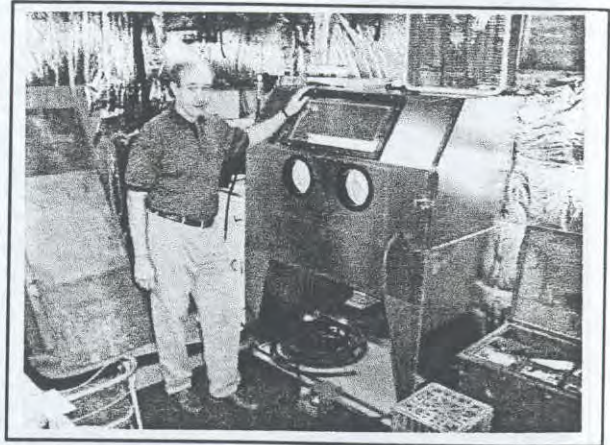
Last year at Hershey **Ken Burns** bought a kit from *Tip* to make a sand blaster out of plywood. The kit included plans, viewing plate, gloves, nozzle and miscellaneous hardware. He had used my friend's blaster to clean off some parts and said, "Man, I got to have one of these". Ken is deep into the restoration of Woodie two and rightly figured that this would be a beneficial tool – however he did not want to part with the big bucks for the model he wanted – a kit seemed a logical choice.

I had forgotten about Ken's purchase. The kits that I buy never seem to be started even with the best intentions. When Ken asked to have his old compressor advertised in the VC, he mentioned that his new 6 HP compressor would run his completed bead blaster!



This roving reporter visited Ken to do a road test on his creation. The machine has been customized from the plans. Instead of plywood, 18-gauge sheet metal was used, pop riveted around angle iron. He used five sheets of 4 X 8 metal. Ken modeled his cabinet after one of *Tip's* larger units – 48" wide – big enough to handle most components of the hobby. Using a saber saw and a guide he was able to cut the panels to size and bent them using angle iron clamped on a table. The air is supplied from a 6-hp vertical tank unit purchased from Home Depot. Iron pipe hung all over the place as the compressor also services the upstairs garage. There is a myriad assembly of shut off valves and moisture traps – Ken obviously has done his homework.

Operation of the bead blaster is simple. I opened the side door and inserted both my rusted '36 trunk rack support braces. A shop vac is incorporated to remove the dust so that you can see what is going on inside the cabinet. A foot control turns off and on the medium supply. With the compressor supplying a constant 85psi, it was easy to hose off the rust from my brackets within ten minutes. The medium is constantly recycled.



Ken has an impressive and professional made cabinet which will do good service in his restoration work and he saved 50% by making it himself!

### PERFORMANCE

Editor

The cars on the Lebkicker tour performed admirably. Some of the owners were eyeballing the temp gauge during some of the stop and go, but no one overheated. There was only one incident with the oldest vehicle in the group and this was partly to blame by the editor offering his "fix". **Bill Simons** was not happy with the operation of his '34 and changed the fuel pump that afternoon in the motel parking lot. The next morning his car was stumbling and leaking fuel around the gasket above the float bowl. He was going to remove the inlet valve seat and blow it out, however I suggest the it was a matter of a stuck float and all that was required was to tape on the bowl. I pointed out all the dents where this had been done over the years. A few well-placed taps with a wooden "Ford script" screwdriver did the trick – so it seemed.

Off the caravan went from the motel with Bill & Liz in the '34 strung out in line. We were not 100 yards off when she quit at a light. Fortunately there was **Jim McDaniels** with his police car, all lights a flashing to afford protection for the '34 from traffic. Bill did what he was going to do in the first place – blow out the inlet, and continued the trip without incident. However, most of the group pressed on without knowledge of the mishap. The tour stopped several times to regroup, but continued on without the stragglers. They caught up at the destination concerned that they had been deserted.

This incident prompted Hank Dubois at the Board meeting to suggest that the first and last cars in the caravan be equipped with a CB to communicate. Hank will present further info on \$\$.



Left to Right:

- Looking at the line up ready to start the tour from Johnson's Resturant in Leesburg. Amster's '41 in foreground, Dave Blum's '53 Lincoln in background.
- Bill & Louise Vincent back their '51 in beside the Burns '41 Woodie at Shepardstown Collage parking lot.
- Incredible doll house with full interior furnishing on campus of Shepardstown College
- Bill Simons removes his grey hound radiator cap for safe keeping.
- Hank Dubois get a ride "like we used to".
- Sandra Green, Louise Vincent, Jim & Char McDaniel, Dave Westrate, John & Patty Girman shop in Shepardstown.

Following an hearty buffet with some of the best fried chicken I've had in a long while, we were proud and pleased to see **Don Lombard** receive the **Lebkicker Award**—very well deserved, I am told!

The next morning began with a fanatastic breakfast buffet at the hotel (did it sound like we made a pasttime of food this weekend?—I think we did put on a pound or two!!!) Walking out of the resturant, I ran into Duncan, prancing into the lobby to greet us, holding his leash in his mouth, ready to start the day—his master not far behind, eager to show off his best friend once again.. Cute dog, but then I'm the sheltie lover, right??!!

We met the Amsters and Westrates in the lobby at 9 a.m. for an early morning tour of Harper's Ferry. What a treat to drive the area without crowds—to be able to find a parking place in the heart of everything—to enjoy the beauty of the town and the two rivers converging, in the peace and quiet of the morning...nothing opens until 10 a.m. We had passed a few antique stores going to the historical area, so we made a definitely planned stop making our way back to the Cliffside Inn. Jason's Antiques consisted of three houses grouped together on the main street outside of town. The last building we went in was a real eye opener. Clocks and more clocks!! We thought it was the best selection we'd seen in a long time—and some real valuable ones. Good thing we had the Westrates and extra luggage in our car—no room to haul home a "big find"!!

Back to the Inn and grouping up to begin the next adventure, caravanning to the home of Paul and Gladis Cogle in Martinsburg, W. Va. As the caravan was moving from stop light to stop light in downtown Martinsburg, I understand that Bea Amster, baking in the sun with the top down, kept telling Hank, "This better be good, this better be good!" We approached a lovely home of an average size—what a shock to head down the driveway beside it to see addition after addition added onto the back, housing their collections of cars, trains, dolls, and other collectibles too numerous to mention. Everything was so beautifully displayed...what a museum!! When we could finally tear away from the many treasures, we were treated to sodas on their ample patio area. The Cogles were delightful hosts—the day is one we will remember for a long time! Bea agreed that it was GOOD!

After 2 p.m., it was time to start the engines and proceed back to Fairfax. There was no organized caravan as such at that time, as people were free to stop at the outlets, eat (what, again?), or head home. Bill Simons pulled out, and quite a few of us fell in behind the fearless leader. The Amsters were behind us, and we'd made arrangements to pull off somewhere along the route home to grab a bite, something the Westrate's were more than ready for!! (Due to miscommunications with the Greens, they'd waited to have breakfast in Harper's Ferry, while the Amsters and Greens had made a good dent in the Inn's breakfast buffet—and nothing was open in Harper's Ferry in the morning!! A lone banana had lasted them up until now, but time was running out!)

I pointed out a mall and shopping complex as we roared by--- maybe we should turn in and grab a bite, I suggested, mindful of Dave and Barbara's empty tummies, (surely growling a tune by now!) No, my optimistic husband says—we'll find a neat spot down the road—Bill must be headed for one, and we'll all share one last get together before the weekend ends. So off we went, about eight cars following Bill and Liz Simons, looking ahead for the great little resturant that Bill was obviously leading us to. When Bill got into a left turn lane to leave the highway, we thought he knew something we didn't, so our caravan all followed suit, winding around a rural road, and thinking we'd break out soon onto a highway by civilization and resturants!! Don't think this was a part of Don Lombard's carefully planned tour, but all eight cars were committed to see it through to the end. Approximately 30 minutes later, we found the highway at near the same point we exited it—we'd made a big circle to nowhere!! We had a few laughs over that excursion!

Pedal to the medal by now, looking for the first possibility for a 3 p.m. lunch—no resturants in sight—we pulled off an intersection to have a choice of several fast food establishments. Yum, Taco Bell has never tasted so good, just ask Dave and Barbara!!

It was a great weekend—and a wonderful way to become better acquainted with the many special people who make up this club. I can hardly wait for the tour next year!





Left to right:

- V8'ers enjoying lunch in Shepardstown at the "Yellow Brick Bank"
- Hank Amster with Carl Anderson of the AACA group.
- Jim & Char McDaniels, Sylvia Tindall, Don & Tina Lombard, Helen Burns and Sandra Green in the Park service building at Antietam Battlefield
- Antique shoppers – Westrates, Amsters and Greens in Harpers Ferry
- Paul Chase inspects – Burn's '41, Lombard's '57, Simon's '34, Chase '52 and Green's '40





## IGNITION CONDENSERS

I never thought much about ignition condensers until I attended a seminar at a National Meet several years ago. No, I didn't learn much about condensers from the presenter, but from old Doc Shull of Ohio! Doc, as many of you know, is an old Ford man from 'way back. He's quite a talker, that Doc. And smart people who want to learn about our V8s, listen to him. Well, as the presenter went on about how the ignition coils on our V8s were usually the cause of bad running when the engine got good and hot, Doc leaned over to me and said, "Bull xxxx. It's the condenser that goes bad most of the time. Lot of times with condensers, it doesn't show up until the engine gets hot. xxxx". (Doc uses a lot of xxxx words, if you know what I mean. But when *he* uses them, it's 'colorful'.)

So, when I got home, I decided that the next time someone tells me they think have a bad coil, I'm going to ask if I can check the condenser. It didn't take long before a fellow V8er asked me to set his distributor with my KRW fixture. He told me the coil went bad. The car ran terrible after it warmed up. Idled ok, but didn't have any power and the spark was reddish/yellow.

I asked him to give me the condenser to check - that it might be bad instead of the coil. He said ok, but he was sure it was the coil. I put the condenser on my checker. This is not an automotive type checker, but a radio type that checks for capacity (in mfd or microfarads) as well as leakage at various voltages up to 500 volts.

You might wonder why I would reject a condenser that showed leakage at 500 volts, or even 200 volts, when the car runs on a 6 volt ignition system. Well, the condenser is actually subjected to very high voltages during its job of storing energy to help fire the coil and preventing excessive arcing at the points. So a good condenser will pass a test voltage of 500 volts.

A lot of cheap testers put 110 volts across the condenser, and if it holds a charge after removing the voltage, it's considered ok. I say xxxx! I don't think that's enough of a test.

When I checked that fellow member's condenser, I was surprised to find that it sat there with 500 volts on it *without* a sign of leakage, which is a small neon bulb that glows if there is leakage. Then, remembering what Doc had said, I took a small soldering iron, plugged it in, and laid it next to the condenser. After just a minute or so, the bulb began



to flicker. A few seconds later, it was glowing at full brightness. I lowered the test voltage to 200, and it still leaked. At just 20 volts, it kept showing leakage. The condenser was indeed bad. *Very* bad. As I suspected, when the coil was changed, so was the condenser which is attached to it. It was assumed the coil was bad when it actually was the other condenser.

**Now, here's a tip:** Don't ever buy an NOS condenser; don't buy the *earlier* style ('32 - '48) from Mac's Auto, or any other antique parts supplier. I have checked many from Mac's and have yet to find a good one! Mac's probably wouldn't believe me about this, so I have never bothered returning one since I returned my first bad one, and found the replacement was just as bad! Oh, they might work for a while, but believe me, they'll fail soon or burn out your points in a hurry. *Buy a newiy manufactured unit, even if it doesn't look exactly original. Who cares? You can put on your "show" condenser after you get the car to a show.*

The capacity (in mfd) is important. It has something to do with a tuned circuit formed with the coil. A capacitor that's not the right value can cause pitting of the points. Dick Defendorf has found fresh replacement condensers in the '37-'41 style at Barnard Auto Parts on Ridge Rd. in Rochester. The barrel part is shorter than an original, but they fit fine.

The later style ('49 on up) seem to be ok. I've bought them from Mac's with no problems. They are usually not old stock. They are the ones with the "pigtail" for the hot lead. You can actually use one of these to replace the '37-48s if you can find the proper capacity.

The right capacities to go with an original-style coil:

'32 - '41	33 - 36 mfd
'42 - '48	25 - 32 mfd
'49 - '53	21 - 25 mfd

So, check (or at least *change*) that condenser before you condemn the coil. You never know.

### NEW TOP ON '41 WOODIE

**Cliff Hardin** '41 woodie has a new black top thanks to the help of **Ken Burns**. Ken not only helped in the installation, but also took a video of the process. It took them 6 hours to nail on the new material, attach the rain gutter and front header strip, and trim off the excess. **Judy** could not believe that all the creases and wrinkles would be pulled out! The car looks closer to completion now, Cliff.

### DONATION

**John Wenchel** has donated a '46-47 front pickup truck fender for the club to sell at Hershey for what ever we can get for it. The editor will haul it up and leave it a Tommy Arringtons space. Thank you, John.

### NOMINATIONS FOR THE BOARD

A committee composing of **Dave Westrate** and **Ken Burns** and one other to be named will be seeking nominations for the board. The floor will open for nominations at the October meeting and the names and ballot will be published in the November VC. Of course volunteers are welcome. The board term is two years, with five new every year. After the board is elected, they chose then officers.

### SELLEY STRIPES

**Bill Selley** has almost completed his '41 panel truck by having the pin stripe and revel painted on his vehicle in tacoma cream. The only treatment remaining to be done is to have an advertisement applied like SELLEY'S PLUMBING - CALL 4562 with a big spigot.

### FOR SALE

Craftsman 3 HP air compressor, good condition \$110. Ken Burns 978-5939

Misc. back issues of *18 TIMES* - \$.50 each, five for \$2. Proceeds to Club Treasury. Cliff Green 426-2662

### BULL RUN AACA

*Hank Amster*

There were not many NVRG members at this years meet. **Bill Selley** with his '41 panel won first place in the commercial class, I received a third with my '41 convert. **Bill Vincent** judged, so his '40 convert was not considered. New member **Steve Smith** placed 2<sup>nd</sup> with his nice '41 coupe. **Nick Arrington** brought an Indian motorcycle, a Camaro convert and a nash Metropolitan. It was real hot - this was probably the reason for the poor turn out.

### LOT OF PICTURES

You have noticed the increase of photos in this month's issue and hopefully the reproduction on the Xerox will be better. I have depended on **Jim McDaniels** for photos in the past, which he has gratefully E-mailed to me. I have purchased a digital camera, which is the next best thing to sliced bread. It will allow the Editor to take pictures at will and then download the images onto my computer to process! I have also discovered how to improve the print quality on my printer without going to *Kinkos* to use their

laser printer. I think this will make for a more interesting VC.

### BRIAN MADE IT!

E-mail from **Brian Boardman** - he arrived in Washington State in good order. 8 days driving about 400 miles/day towing his '47 Mercury coupe on a new trailer. He said the "tuffest" pull was Sandstone Mt. In W. Va. - averaged 9MPG.

### BRAKE AND CLUTCH OPERATION FEATURED AT SEPT. MEETING

*Don Lombard*

**Ken Burns** provided the September monthly meeting program. President **Dave Westrate** provided the refreshments. The topic, Brake and Clutch Mechanism Operation and Restoration, was a most interesting and appropriate topic for most of us as evidenced by the high level of audience participation that took place. Ken's major message was that before we can hope to restore the brake and clutch operations of our cars to "as Henry built them" condition, we need to pay particular attention to all of the mechanical linkages involved between the "operator interface points" (pedals) and the actual devices. For example, he pointed out, many people make the mistake of concentrating on the cylinders, lines, lining, shoes, and springs when they speak of rebuilding a brake system. They oft times just accept things like the side to side wobble of the pedal, or the unaccounted for inch of free play as being part of an inferior design for these devices. "Not so", Ken emphasized. When new, the brake and clutch mechanisms worked as well as any and you shouldn't find any looseness or lost motion.

As so often typifies Ken's demonstrations, he then presented some real life examples by passing around several sample brake and clutch pedal shaft assemblies with worn bushings and shafts, explaining the correct procedure for identifying, replacing, or rejecting each offending item. The most common cause of wear was lack of lubrication of hard to access locations. He mentioned Sacramento Vintage Parts as a good source for some of the bushings needed for the rebuild.

Not to be overlooked in the search for "slop" are elongated holes in the various clevis rods and undercut clevis pins.

The program concluded following the search for looseness in the operation of the clutch assembly which he discussed and demonstrated right up to the throw-out bearing release fork on the full transmission that he had brought with him. (I'm glad he didn't pass that around for group inspection.)

We all left feeling enlightened and expressed our appreciation to Ken for sharing this bit of his storehouse of information with us.





Whats on for the October NVRG meeting?

BILL SIMONS holds a dscussion on carburetors and he will also provide the refreshment! Should be an interesting meeting.

## NVRG TOUR TO THE CITY OF ROCKVILLE AUTO SHOW

Saturday October 17<sup>th</sup>



Meet and eat at the **SILVER DINER**, Fair Oaks

7:30 – caravan leaves at 8:30



Rockville is a non-judged show with fea market and food

### CALENDAR OF EVENTS

#### October

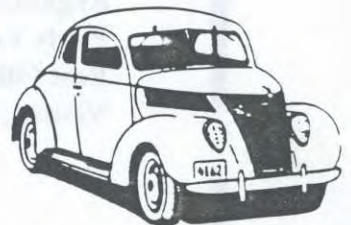
1-4 Fall Carisle

7-10 Hershey

13 **NVRG Monthly Meeting** Carburetor discussion. Refreshments – *Bill Simons*

17 Rockville – NVRG tour, meet and eat at SILVER DINER, Fair Oaks, 7:30

27 **NVRG Directors Meeting**



#### November

10 **NVRG Monthly Meeting** Hershey review and slide show. Refreshments – Jason Javaras

24 **NVRG Directors Meeting**

? Garage tour TBA

#### December

5 **NVRG Annual Christmas Party** Fairfax Country Club, Fairfax, Virginia

NO MONTHLY MEETING IN DECEMBER



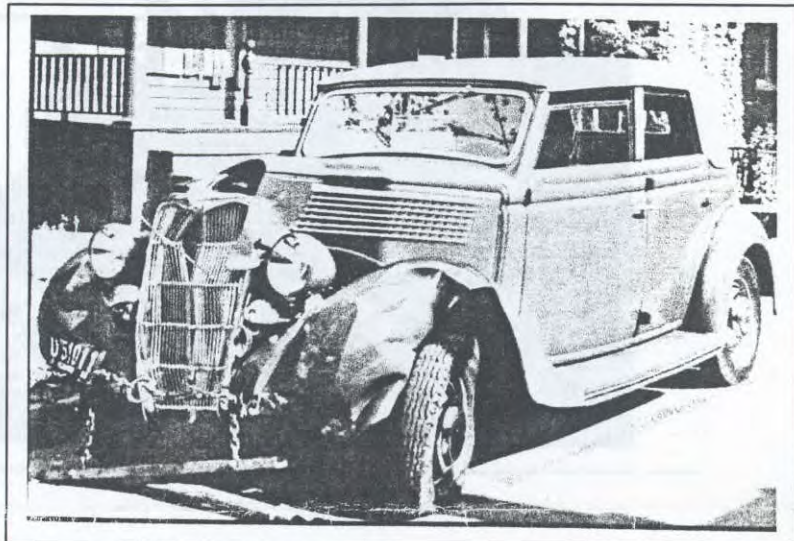
**BOARD OF DIRECTORS  
NORTHERN VIRGINIA REGIONAL GROUP**



**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>Mike Bellafaire</b>	540-659-9730	Refreshments: <b>Mike Bellafaire</b>	540-659-9730
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**

Cliff & Sandra Green  
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Fairfax Station, VA 22039