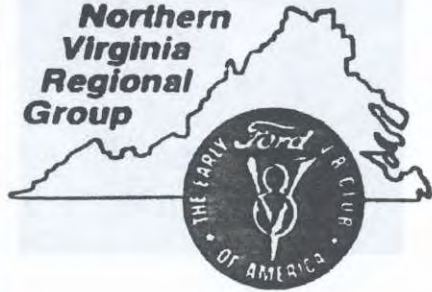




Northern Virginia Regional Group



VALVE CLATTER



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

Volume XXI, No. 12

December 1998

Cliff Green, Editor

NVRG GARAGE TOUR

Tom Shaw

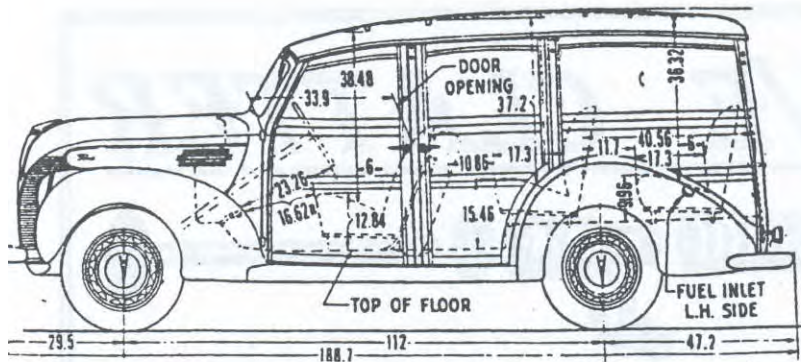
The garage tour on Saturday November 28, 1998, hosted by Jim and Edna Cross turned out to be a resounding success. Not only did the fifteen NVRG members and guests get to see many vintage antique autos, they were also treated to much more. It seems that Jim Cross has an extensive wood and metal working shops. Added to all, these wonders was a tour and briefing on Jim's circa 1900 A.B. Faulkner saw mill. We didn't think the day could get any better until the temperatures reached the mid-seventies- it doesn't get any better than that!

The first of three garages on our tour was a large field stone two-car garage where Jim's wood working shop is located. He has an array of wood working tools that allows him to produce just about any kind of finished product. We all took note of an unusual wooden bench. Jim said that he hand built the "shaving horse" and demonstrated how it is used. Jim says he has the ability to fashion the wooden spokes for the wheels on his older cars.

We moved on to the second large, two-story garage that housed a 1928 Model A Roadster and 1969 Stingray Corvette both in showroom condition. Jim told us that he bought the



Continued on page 3



*Up front
with
The President*



DECEMBER 1998

I hope all of you had an enjoyable Thanksgiving Holiday and arrived home safely. Congratulations to our newest feature writer, **Steve Piper**, for his Hershey cover story last month. Thanks, Steve; good work!

A thank you to **Tom Shaw** for arranging the tour to Jim Cross' farm in Leesburg, Virginia. Tom has a detailed report for you in this newsletter. I thought this was one of the most interesting tours I have been on, and the weather was wonderful. Thanks especially to Jim Cross and his family for allowing us to share a few hours with them and see their cars and other impressive "stuff."

At the Board of Directors meeting, Tom Shaw provided a report on the first start up meeting for next year's car show in Fairfax. This year is obviously going to be a lot easier because of all the first time tasks we did last year that we won't have to spend as much time on. Please make your commitment to participate with the work and with your cars. Our main priority will be to increase the crowd size.

The Board of Directors also established the new Board and duties for 1999. I was very honored to be asked to serve one more year as President, and I will do the very best I can to represent each of you and the club. I thank all of you for the support you have given to the Board and club events this past year. Other Board members and assignments are as follows:

- | | |
|----------------|-------------------------------|
| Vice President | David Blum |
| Secretary | Tom Shaw |
| Treasurer | Hank Amster |
| Membership | Bill Simons |
| Tours | David Blum & John Girman |
| Property | Hank Dubois |
| Programs | Bill Selley & Bill Simons |
| Refreshments | Mike Bellafaire & Hank Dubois |
| Newsletter | Cliff Green |
| Historian | Don Lombard |



John Girman has volunteered to serve, and we welcome him! Two Directors will serve on some functions to spread the work.

Please remember that the membership meeting for December will be the Holiday Gala on December 5th, and we hope you can attend. This is a nice affair, and lots of fun and fellowship.

Well, the best to you and yours for the Holiday Season. Remember, if we each do a little, together we can accomplish a lot! Lets have a fine year in 99!

Dave

We moved on to the second large, two-story garage that housed a 1928 Model A Roadster and 1969 Stingray Corvette both in showroom condition. Jim told us that he bought the Corvette the same year he and Edna were married. It has a large block engine with 400-horse power and has 38,000 original miles.

Housed in the same garage were industrial grade, metalworking tools that Jim was given. The owner said all he had to do was find a way to move these very heavy machine tools out of storage and they were his free of charge. Since Jim is owner of Falls Church Construction Company, getting the necessary equipment to move the machinery was not difficult. Some of the parts for Jim's antique cars were made by him on the various metal working tools.

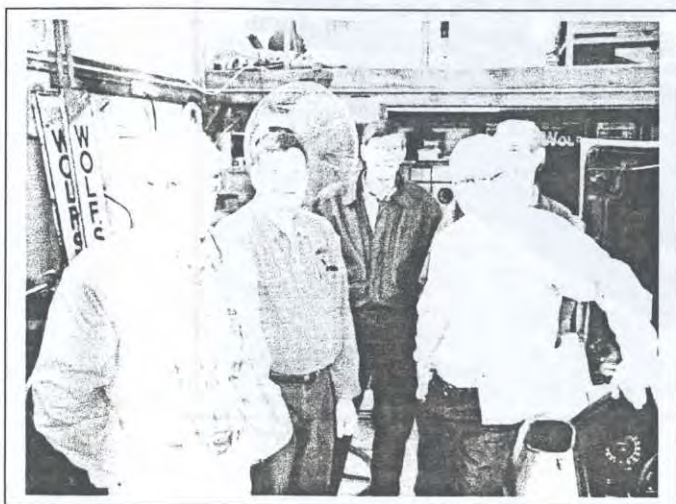
Parked on the tour: Tom Shaw's '51, Green's '36, Vincents



'51 and Blums '53 Lincoln

The third garage contained the bulk of Jim's car collection and they were in excellent restored condition: 1922 Model T Roadster, 1906 Model F Buick touring (only one known in this country), 1909 Buick Touring, 1920 Buick, 1924 Buick

roadster (one of three known to exist), 1931 Pontiac Coupe, 1952 MG TD, and a 1963 Buick Lesabre. Jim recounted intriguing stories about each car.



D. Lombard, D. Westrate, J. McDaniel, K. Burns, H. Dubois



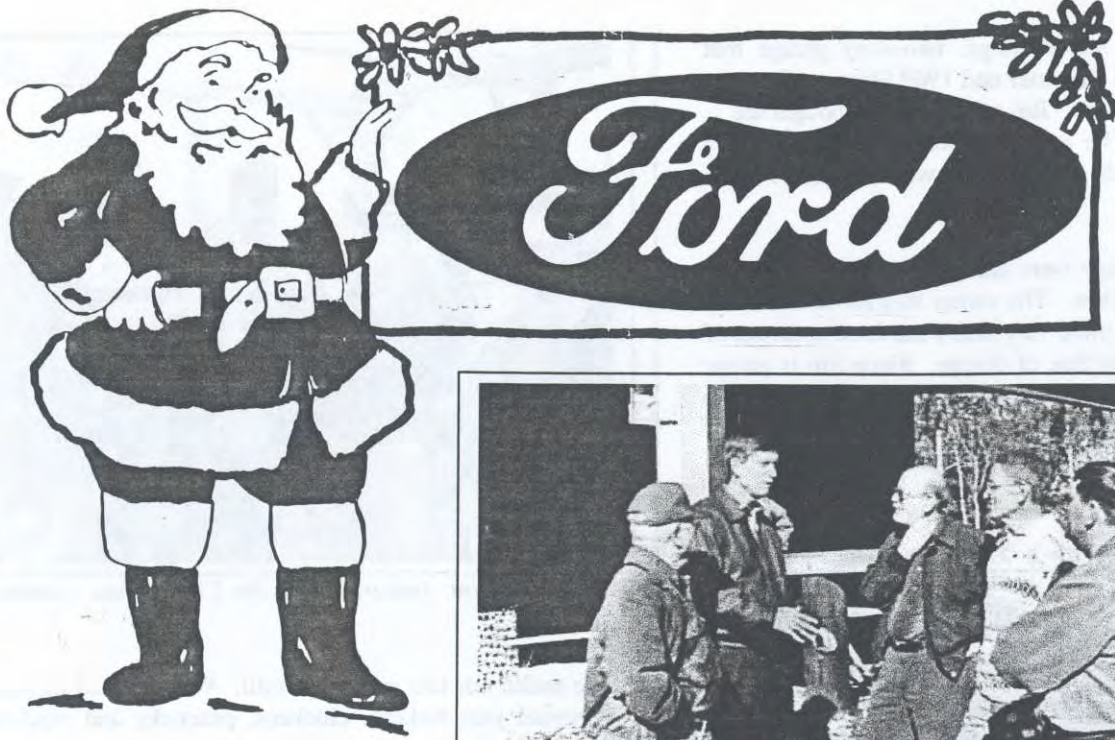
Louise Vincent, Amster, Green, Jim Cross, Shaw, Lombard

We ended our tour at the sawmill. We all hiked through the barnyard past turkeys, chickens, peacocks and black-angus cattle dodging conspicuous droppings to get to the sawmill. Jim kept everybody spell bound with his knowledge and attention to detail regarding the history of the sawmill and how it functions. The NVRG members spent almost as much time learning about the sawmill operation as we did on the garage tour. I believe that at least two of his garages were constructed from lumber cut from the sawmill. Both garages were post and beam construction using wooden dowels to hold the beams together.

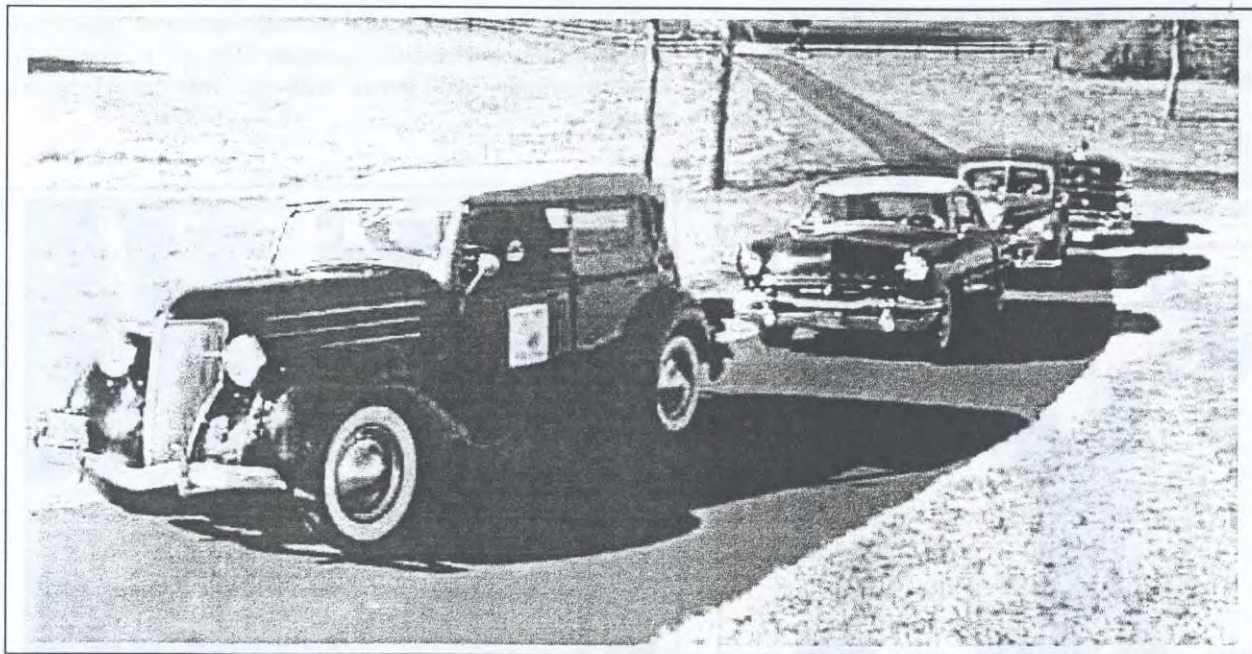
Many thanks to Jim and Edna Cross for allowing us to visit and view their cars, tools, and sawmill located on their lovely 300-acre farm in beautiful Loudoun County, Virginia. Jim kept everybody spell bound with his very knowledgeable stories.



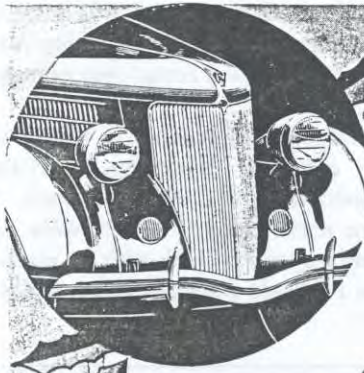
Jim Cross on copy of early American spoke shave bench that he built himself, out of necessity. He is a man of many, many talents



By the saw mill – Amster, McDaniel, Blum, Shaw and PFL Westrate. They must be talking about the perfect weather or how to negotiate the walk back through the cow dung!



What it is all about!



A GIFT
for the **CAR**
is **A GIFT** for the
ENTIRE FAMILY

**LICENSE
FRAMES**

Chrome-plated
tubing, adjustable.



**VANITY
MIRROR**

Attractive oval de-
sign, with rounded
edge. Fits on
sun visor.

MIRROR CLOCK-Pull-
winding type. 90-day guarantee.
Built into highly polished plate
glass mirror. 30-hour, or eight day.

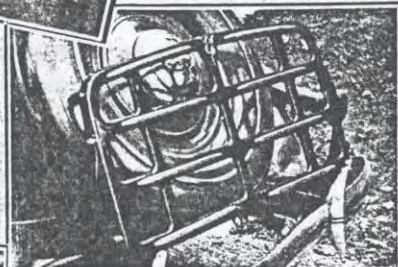


SPOTLIGHT-Chrome-
plate finish. Control han-
dle inside, readily reached
by driver. Added safety
for night driving.



**LUGGAGE
CARRIER**

Quickly attached.
Folds up, out-of-the-
way. To use, simply
pull downward.
Does not interfere
with access to spare.



**WINDSHIELD
DEFROSTER**

Attaches to instru-
ment panel. Directs
warm air over wind-
shield in driver's
range of vision.
Eliminates frosted
windshields.



RADIATOR SHIELD-Custom-built for the
Ford V-8. - Snap buttons provide quick adjustment
for various temperatures. Heavy, high quality, water-
proof material. Quickly installed or removed.



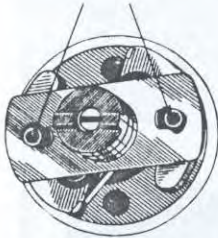
CUSTOM-BUILT FOR THE FORD V-8

TECH TIP - 5% MORE HORSE POWER FOR YOUR '38-'40! Editor

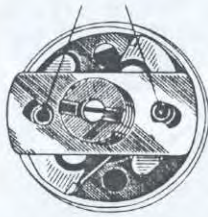
By using the 11A distributor standard in the 1941 Ford, you can gain 5 additional horse power!

The late 1938 flathead was the first engine with 24 studs and remained the same block through 1940. The only mechanical difference between this engine and the 1941 was the distributor. The displacement of 239 cu in and 6.1-1 compression was the same for both engines. The 1941 have external differences such as the raised intake manifold and lack of freeze plug impressions in the pan rail, but otherwise it is the same engine. The earlier flathead is rated at 85hp while the '41 has 90! Thus the 11A-12127 distributor assembly for the '41, which looks the same externally, is the set up to use. You can identify the 11A by the stamping on the back while the earlier has 78A stamping.

Why does this unit improve the performance enough to gain addition horsepower? It is because there is more advance built in with the governor weights. The weights pivot outward to advance the spark. This action takes place due to centrifugal force acting on these weights when the engine speed is increased .



Weights in Advanced Position



Weights in Retard Position

At low speeds the weights are contracted by springs to retard the spark. The 11A produces 28 degrees at 3100 rpm while the 78A produces 20 degrees. What does this do for you? Gas mileage should be 5 to 10% better and the plugs will run slightly cleaner. The gas octane rating prior to WWII was about 60 , so with today's gasoline we can tolerate a lot of advance.

~ NO RESERVE ~
"THE AUCTION '98"
ANTIQUE, CLASSIC & COLLECTOR CARS
IMPERIAL PALACE AUTO COLLECTION
SURPLUS "NO RESERVE" SALE

LAS VEGAS KRUSE AUCTION

Editor

By sheer chance, Sandra and I happened to be in Las Vegas for a wedding the same time as "The Auction". I did not know about it until I read it in the local paper. We went to the viewing on Friday, after going to the auto

collection at the Imperial Palace Casino. There were many interesting cars including a lot of WWII German military vehicles and motor cycles. The only V8 of interest was a '32 Woodie that was completely correct.

We decided to attend the Sunday function as that is when all the "Good Ones" come up. We arrived at 11:00am and I had to tear Sandra away at 2:00 to eat lunch. She kept saying "Just one more, Honey!" There were many fascinating cars going across the block with no reserve – some going for what I thought were fair prices (from the little bit that I know!)

NO MEETINGS

**DECEMBER CANCELED
BECAUSE OF THE CHRISTMAS
PARTY
NO NVRG BOARD MEETING
IN DECEMBER**

FAIRFAX HERITAGE ANTIQUE CAR SHOW

Co-chairmen **Don Lombard** and **Tom Shaw** met with the Downtown Fairfax Collation to discuss the 2nd annual Antique Car show for next year. Some changes are in order:

- ◆ The show will be on a Saturday, May 15th vs. Sunday and still will be the weekend after Winchester.
- ◆ \$250 up front for advertising.
- ◆ City pays for dash plaques, printing and mailing, fencing.
- ◆ Proceeds: We keep the registration fees, split the gate, we keep only the advertising that we sell for the brochure. (Equates to less than last year)
- ◆ Same trophies

CHRISTMAS GIFT IDEA

We are always wondering what will happen to the EFV8CA in future years. As the average age of the members increases, who will replace them in time and what will happen to the cars? I suggest that we interest our kids by giving them a gift membership in the National so that they will receive our wonderful magazine and see what this hobby is all about. Many of us are afraid that our kids will turn our treasurers into hot rods – maybe the EFV8CA will convince them of saving history....and it's fun too.

Remember to indicate that RG #96 recruited them, so that we can get a \$5 credit .

SOURCE FOR "GREEN BOOK"

Editor

Last issue I discussed the "Red Book" and "Green Book" – from our newsletter exchange. I have information from Gary Huckins of the "Ford Fan", San Diego RG: "did you know that Ford publications parts manuals are still available through a Ford supplier. These manuals are the same ones all of the retailers buy and sell at a mark-up." The manuals listed below can be ordered directly from:

BUDCO

9303 W. Jefferson, Detroit, MI 48209
1-800-356-0792

FPS 3633 – Ford Chassis Parts & Accessories Catalog – 1928/48 Ford Cars and Trucks (The Green Book)	\$67.00
FPS 9462 – Ford Car Bound Catalog – 1948/59 Chassis 1953/59 body - Text only	\$67.00
FPS 9463 Same- illustrations only	\$67.00
FPS 9464 Ford Truck 1948/56 Chassis and 1953/56 Body – text only	\$67.00
FPS 9465 Same – illustrations only	\$67.00

I do not know if this included shipping, but it is a good source for the bible. GREAT XMAS PRESENT!

ALUMINUM HEAD REPAIR

Bill Fox

Over a pitchers of beer at the Penn Hotel in Hershey, Bill was telling story after story. I especially liked how he repaired the heads.

Have you ever pulled an aluminum cylinder head off of an old V8 engine or picked up one in a flea market only to find serious erosion/corrosion around the water holes? Often the corrosion comes very close to the stud holes and could precipitate water leaks through those holes. They can easily be made like new.

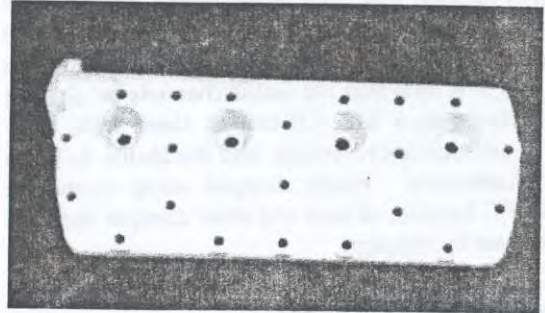
At the time that Jim Rhea, the great antique engine rebuilder, whose shop is in Dickerson, MD, was re-doing my roadster engine, he suggested that I repair the heads so that we could be sure that there would be no leaking problems.

The repair was actually fairly simple. First I obtained a pint can of "Devcon" aluminum putty at a cost of about \$35. The repair was actually fairly simple. Next I obtained some short lengths of wood dowels of diameters to fit the water holes. You can also roll thin cardboard to the proper diameters and fasten with masking tape.

The next step is to bead blast the heads until they are clean. Insert the dowels or tolled cardboard into each of the water holes. They should fit snug. Using a small putty knife, work the aluminum putty into the corroded

areas around the dowels as neatly as possible, however, the patches don't have to be perfectly smooth.

After allowing the aluminum putty to cure according to the manufacturer's directions (we let the patches cure for a couple of days) the dowels can be removed. They should pull out quite easily.



The final step is to mill the heads, which should always be done before remounting on a rebuilt engine so they will seat properly. Upon completion of the milling, you will find that you will have the equivalent of a new set of heads that should give you many miles of good service. The heads should be remounted using soft head gaskets of the proper thickness. If your gaskets that are too thin or metal clad gaskets, you might have leaking problems as the aluminum heads may not seat properly.



WHY ALUMINUM HEADS AT ALL?

Excerpts from the V8 TIMES, Vol 31, no. 5.

Simple: the coefficient of heat transfer at 212 degrees is nearly five times faster with aluminum than cast iron! If we could use copper, we could get 9 times faster transfer! That explains why copper is used in the construction of radiators. And, if the water channels are coated with magnesium carbonate – one of the components of scale – the rate of transfer will be slowed down considerably: heat moves through scale **500 times slower** than through cast iron. In other words, it is important to avoid using tap water which contains the salts that form scale) in your radiator and it is vital that the water channels be cleaned out with rebuilding a V8. Of course, there were other reasons to use aluminum: weight, and the ability to go to higher compression. Henry stopped using aluminum heads in 1937 because of cost and other cheaper methods to remove heat by redesign.

NOVEMBER MEETING

William Selley showed the 50 slides that he took at Hershey. Each slide solicited comments from the 20 members present. **Charlie Morrison** won the 50/50. **Von Hardesty** signed on as a new member – He works for the Air space Museum and was a prior V8'er. **Cliff Green** provided ample refreshments (enough for next meeting). Little, if any business is discussed at the Membership meeting – it is done at the Board meeting two weeks prior.

FLUENT



PFL (PRESIDENT FOR LIFE)

WESTRATE VOLUNTEERS!

Our illustrious President agreed to serve a third term as our leader. He was voted in unanimously at our November board meeting. He joins the ranks of PFL **Lombard** with this honor. We had an active year with good participation and we have to thank the Board for their hard work!

Welcome!

VON HARDESTY

2374 n. Oakland St. Arlington, Va., 22207
703-7579

FOR SALE

'34 Tudor – driver, all original – stock, all steel. Like new interior, runs well \$14,500 offer
Steve Flynn 410-789-5796

1988 BMW 735I – My wife's cream puff – won't find a nicer car. Rare five speed with 107k, white with all the accessories. Carefully maintained with all records, garaged kept. \$9,500
Cliff Green 426-2662

WANTED

1939-41 engine splash pans: 91A-6775,76. These are the stamped sheet metal pans that fit between the engine oil pan and the frame rails.

Steve Piper 860-2801 H 684-8500 w

'36 Ford literature – Cliff Green 426-2662



CHRISTMAS V8 PUMPKIN DESSERT

1 3/4 C graham cracker crumbs

1/3 C sugar

1/2 C melted butter

Combine and pat into 9 13 pan.

2 eggs – beat until light & fluffy

3/4 C sugar – put over crumbs &

8 oz cream cheese (softened)

bake for 20 minutes.

16 oz pumpkin

3 egg yolks

1/2 C milk

1/2 C sugar

1/2 tsp. Salt

2 tsp. Cinnamon

> beat all six ingr. in

double boiler

stirring until thick

5 – 10 min

Sprinkle 1 envelope of unflavored gelatin over 1/4 C cold water in small sauce pan. Heat until gelatin is dissolved & then stir into pumpkin mixture. Cool.

3 egg whites – beat until foamy. Gradually beat in 1/4 C sugar beating until stiff. Fold into cooled pumpkin mix. Pour over layers of crust & cream cheese, garnish with walnut pieces & refrigerate. Enjoy!

NVRG EVENTS CALENDER

DECEMBER

No meeting this month
 No board meeting this month
 5 NVRG Christmas party

JANUARY

12 NVRG Membership meeting
 Gas tank restoration
 26 Board meeting
 30 Winter parts meet, Bay Country
 AACA
 Denton, Md. Contact Joe Glime
 410-754-8652

FEBRUARY

9 NVRG Membership meeting
 Alan Wheilhan – Batteries
 13 Atlantic City Collector Car Event
 19 Zyphry Hills Flea Market, Fla.
 23 Board Meeting
 TBA Garage Tour

MARCH

9 NVRG Membership Meeting

27-28 Fredercik – 29th annual indoor
 swap meet, Frederick Fairgrounds
 30 Board Meeting

APRIL

8-11 Charlotte Auto Fair, Charlotte Motor
 Speedway, Hornets Nest AACA
 14 NVRG Membership Meeting
 22-25 Spring Carlisle
 27 Board Meeting

MAY

8 Winchester
 9 NVRG Membership Meeting
 15 Fairfax Heritage Antique Car Show
 NVRG sponsor
 24 Board Meeting

JUNE

2-5 Eastern National V8 Meet, Reading, Pa.
 8 NVRG Membership Meeting
 20 Sully
 29 Board Meeting

TIME TO RENEW!



PLEASE MAIL YOU \$15 CHECK TO: Hank Amster
845 Foal Court
Gainsville, Va. 20155

The Early Ford V8 Club of America rules states that you must be a member of the National to renew with NVRG. Only paid up members will receive the February "Valve Clatter".

Names (include spouse): _____

FILL IN ONLY PARTS THAT HAVE CHANGED: NO CHANGE, CHECK HERE

Address: _____

City/State/Zip: _____

Telephone (Home): _____ (Work): _____

Year	Model (Standard, Deluxe, Super Deluxe, Custom, etc.)	Engine	Body Style



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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

Vice President: David Blum	281-1654	Programs: Bill Selley	273-5334
Secretary: Tom Shaw	771-9374	Property: Hank Dubois	476-6919
Treasurer: Hank Amster	753-9575	Historian: Don Lombard	690-7971
Membership: Bill Simons	536-3648	Refreshments:	
Tours: John Girman	242-1459	Newsletter: Cliff Green	426-2662

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