



VALVE CLATTER

Northern Virginia Regional Group



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

Volume XXII, No. 1

January 1999

Cliff Green, Editor

NVRG HOLIDAY GALA

Cindy Dubois

Despite the unusually warm weather on December 5, 1998, all those attending the annual NVRG's Christmas Party at the Country Club of Fairfax were immediately put in the holiday spirit by the Country Club's lovely Christmas decorations. **Cliff and Sandra Green** once again arranged for a private room beautifully decorated for Christmas. Everyone enjoyed the cocktail hour and lively conversation. **Charlie Morrison** enhanced the festive atmosphere in his Santa Claus hat, **Jim McDaniel** in full Scottish regalia, many special holiday dresses and several colorful car related and Christmas ties.

Before dinner, President **Dave Westrate** recapped the events of the year and thanked everyone who participated. He introduced special guest **Vern Parker**, the auto editor of the *Washington Times*; **John Girman**, the newest member of the Board of Directors; and, **Mike Gall** NVRG founder who came down from Pennsylvania for the party. Dave also presented a model 1934 pickup tow truck to **Bill Simons** in recognition of his work in printing and mailing the NVRG "Valve Clatter". He then asked Charlie Morrison to give his traditional Early Ford V8 blessing before the meal.

Dinner was beautifully presented and delicious as usual, beginning with a mixed green salad, rolls, filet mignon or chicken, scalloped potatoes, asparagus and shredded carrots and chocolate cream pie or sherbet for dessert along with coffee or tea. The Country Club staff provided excellent service.

After dinner, Bill Simons conducted a drawing for two jackets donated by **Dave Blum** of *Jerry's Ford*. The jackets were won by **Leo Cummings** and **Karan Parker**. Then Bill reviewed the rules for the eagerly anticipated gift exchange which were the same as last year – everyone who brings a gift

is entitled to select a gift, open it, and then either keep it or trade it for a previously opened gift.

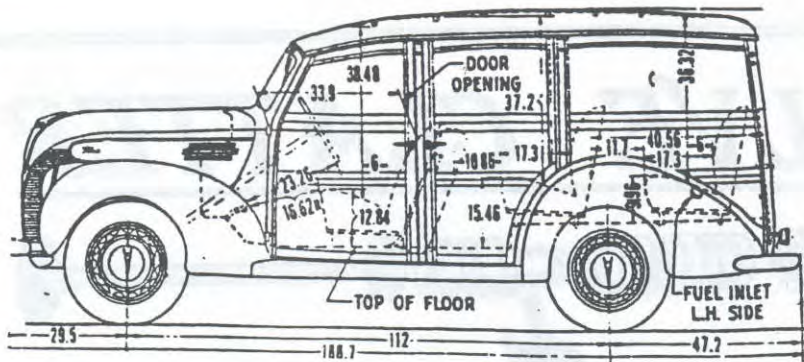


Pres Westrate awards Bill Simons for printing and mailing the VC

Bill mc'd the gift exchange in his own inimitable style (which explains why he is asked to do it every year). He keeps thing moving along – adlibbing as appropriate. He is so entertaining that the Country Club staff looks on and enjoys it, too.



Santa Morrison picks gift



UP FRONT With the President

Well, its New Year's Day, and I thought I would pen a few lines. The fire is going, the sun is out, and all seems well. I hope your Holiday seasons were as nice as ours were. We share our sincere best wishes to each of you for a healthy and rewarding last year of the century.

1998 was interesting with nice tours, good shows and fine friends to enjoy the car hobby with. We challenged ourselves with the car show in Fairfax and the Holiday Gala was special, as well. Thank you, Sandra and Cliff Green for arranging for the facility, Charlie Morrison for the inspiration, Hank Amster for administration and Bill Simons for his M.C. work.

Let's make 1999 even better. We will outline the events for the year at the first meeting of the new Board in January. If you have any ideas or wisnes for programs, events or tours please let us know.

After the Hershey experience, my son-in-law Eric and I have acquired "manly" rain gear. We are waiting for the first big storm to test it out. We required that we be able to stand in the rain for 3 days and be dry. I'll let you know if it works. Now that we are properly equipped, it won't rain at Hershey for the next ten years!

Football started at 11 a.m. and continues until midnight today. Tomorrow and Sunday are the pro playoffs. If I didn't have the car to tinker with at half-time, I doubt I would survive it all. I don't know how Barbara survives it either. (She is fixing ribs, black eyed peas and kraut for dinner, besides.) Oh well, back to work on Monday.

Please think about writing a thing or two for the newsletter during the year to give Cliff a hand. Remember, if we each do a little, together we can accomplish a lot!

Dave

(Continued from front page)

The most coveted gifts this year were a working vintage flashlight, just right for an old Ford glove compartment; car and pickup truck models; a vintage "Ford Roads" book by Loren Sorensen and a model of an antique gas pump. The most unusual gift was an automobile cook book called "Manifold Destiny" which ended up with Bill Simons and a pair of L.L. Bean flannel boxer shorts featuring woody wagons and pickup trucks selected and kept by Buzz Potter.



Tough choice for the Treasurer Amster

The Christmas Party is the social event of the NVRG year and if you haven't attended, make sure you make plans to do so next year. It truly is a gala occasion. Just ask those that attended:

- | | |
|-------------------------|----------------------------|
| Hank & Bea Amster | Dave & Norma Blum |
| Leo Cummings and Linda | Steve & Jane Dawkins |
| Hank & Cindy Dubois | Mike Gall |
| John & Patty Girman | Cliff & Sandra Green |
| Tommy & Beverly Lumpkin | Jim & Char McDaniel |
| Barry & Jeanette Hall | Charlie & Dorothy Morrison |
| Buzz & Ginny Potter | Bill Selley |
| Tom & Sarah Shaw | Bill & Liz Simons |
| Eric & Nancy Summner | Bill & Sylvia Tindall |
| Bill & Louise Vincent | John & Helen Wenchel |
| Dave & Barbara Westrate | |

Vern Parker, Bill Tindall, Karen Parker, Dave Blum



Sylvia Tindall, Helen and John Wenchel



Jeanette and Barry Moore, Jim McDaniel, William Selley



Jane Dawkins, Bea Amster and Norma Blum

GOOD TIME WAS HAD BY ALL!



SHERIFF'S ENGINE GOES SOUTH

Below is an e-mail message Jim McDaniel sent to Cliff Green and several other V8 Ford owners who are online. It's being reprinted here. If you can help Jim with advise or recommendations, please either e-mail Jim or give him a call at 703-569-6699.

I captured this e-mail list from one of Cliff Green's earlier messages about V8 Fords. There are a few folks on this list who I don't know, but I'll include everyone from Cliff's message anyway.

For those who don't know me, howdy! I'm in the NVRG V8 Club and have a 1951 Ford Tudor restored sheriff's cruiser. On the way home from our last club tour at 50 mph, three miles from home, in the left lane getting ready to turn heading East, the old flathead "went South." I think I may have swallowed a valve, or possibly broken a ring and a piece of the piston, but I got significant 1-to-1 (per engine revolution) metal-to-metal "bangings" (to put it politely. It was more like WHAM-WHAM-WHAM-WHAM-WHAM! ...or at least that's what it sounded like to me.)

I immediately put in the clutch, let it idle down, pulled off in the median, and turned on the red roof bubblegum light. I left the engine idling as I raised the hood. After 30 seconds or so, the metal-to-metal noise subsided, and it continued to run quietly--although on only 7 cylinders.

I don't have the facilities or skills to rebuild it myself, or really to accurately diagnose the problem either, but my guess would be a bent or broken valve or a damaged or broken piston. I did a compression check and the bad cylinder is producing compression, but at about 50-to-60 percent of the other cylinders. The piston is at least still working. I'm pretty sure it's contained to the "top side" because of the lack of continued knocking (not a bearing or crank or rod or wristpin) and the piston still seems to be working. It drove home quietly on 7 cylinders and I put it away. Haven't done anything further with it yet aside from a compression check.

This original, stock engine has less than 50K miles on it (low-mileage, small-town North Carolina car), and to my knowledge has never had the head off the block. Before I pull the head (after which I can't crank it again to load it on a trailer for transport to someone who really knows what they're doing), I'd like to get a look inside the cylinder. Do any of you have any kind of visual scope I can take a look in the cylinder with?

I'm looking for someone who can fix it, whether it be just to re-do the top end or rebuild the whole thing (the

cheaper the better, of course.) I've talked with Dave Westrate, and he has a guy out in Warrenton rebuilding his 39 Woody engine. The guy's name is Leonard at M&L Machine Shop in Warrenton. I've called him and he only does the engine rebuild. He doesn't pull the engine or do any other "engine compartment" work. He's recommended another mechanic in Warrenton to pull the engine, and is checking with him to see if he's "available" to do it. Haven't finished checking this out yet, and am still investigating. Anyone have an experience with him? According to Dave, Leonard has a good reputation for engine rebuilds, but Dave readily admits he has not used him before and doesn't have any first-hand experience with his work. Personal recommendations from your friends who have had good results and experiences mean a lot to me, especially when it comes to these old V8's.



Although I'm talking with Leonard at M&L, I'm still open to suggestions for good, reliable mechanics who can do this work for me. While I'm having this done, I want to have the entire engine detailed (cleaned up, painted, etc.), and probably have a leaking rear seal and some other minor stuff done too. As I said, it may be just a top end or it could be a complete rebuild. I just don't know. Any of you have any recommendations or who else in the area can do this?

And lastly, do any of you have a trailer I could borrow to transport my V8 to whoever gets the honor of tackling this thing? I have a Ford Explorer with hitch and wiring that should pull it OK.

Actually, I've been wondering what to do with all my extra money left over from Christmas shopping. This sounds like a good candidate.

Jim McDaniel, "High Sheriff", Shark4@pop.dn.net, 703-569-6699

WHY DID IT QUIT?

By Mr. Torque

You may remember that Dave Blum had a bit of hard luck when his 1938 Convertible Sedan refused to return home after a beautiful day at the Rockville Show in October. In fact it just plain quit on I-270 and had to be towed back to Dave's home in Vienna.

Why did it quit?

Saturday, December 5, 1998 seemed like the perfect day to solve the mystery so a SWAT team assembled at 9:15 at Dave's home that included **Cliff Green, Hank Amster, Hank Dubois**, and yours truly. The symptoms were simple, the car would barely run (chugga, chugga) with frequent backfiring through the carburetor (kapow!). The great debate began: fuel problem or electrical problem.

We decided to tackle the potential electrical problem first by removing the distributor and checking the points and the timing. Cliff brought his KR Wilson portable timing machine so he regapped and re-timed the distributor. After it was reinstalled we hit the starter, but no improvement. The same chugga, chugga, kapow! But wait! Mr. Torque, after struggling to connect the vacuum line to the distributor had failed to re-attach the left side distributor cap. No wonder it wouldn't run. The cap was snapped into place quickly, the starter switch was pushed but unfortunately, no improvement.

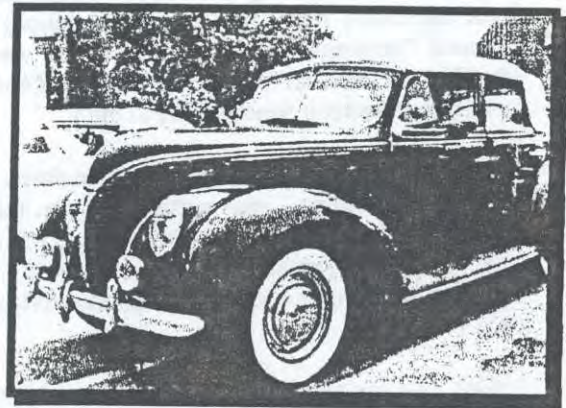
The focus of our collective genius then became the fuel system. We tried at first to blow back through the flexible fuel line to clear the line to the gas tank but we were unable to do so because Dave's car has an electric fuel pump. We quickly moved on to fuel pump, removed it from the car and opened the top. Inside were the remains of an old and badly deteriorated cork gasket. The fine fuel screen had not been completely effective keeping cork pieces out of the fuel system.

We cleared the bowl along with fuel screen and replaced the old gasket with a new one. With high hopes from all, Hank and Cliff re-attached the sparkling clean fuel pump and hit the starter. Chugga, Chugga, Kapow! That left only the carburetor as prime suspect but it was past noon so we all made a collective executive decision to adjourn. As everyone cleaned up the inevitable grease and grime from our hands and fingernails,

Mr. Torque volunteered to take Dave's carburetor home for a basic cleaning and refitting.

At home that afternoon, as one last test, I put the troublesome carburetor on my Tudor to see if it would run. Chugga, Chugga, Kapow! Taking a page from Clinton's first presidential campaign, I thought, "It's the carburetor, Stupid!"

The next day I completely disassembled the Stromberg 97, soaked all parts in kerosene, cleaned and air-dried everything (the idling jets were clogged with bits of cork from the fuel pump gasket) and re-assembled all with a new gasket kit. I then tried it out on the sedan and it ran perfectly. I took about a 15-mile drive under various driving conditions; up and down hills, at high and low speeds, and it ran as smooth as silk. I am certain it will perform just as well as Dave's 38 Convertible once it is re-installed.



CORRECTION

Last month's newsletter incorrectly stated that the displacement of the '38 - '41 engine was 239 cubic inches. This is incorrect - those blocks were 221. The Mercury block was 239 with 6.3 compression and rated 10 hp more than the Ford at 95. In 1941 the Ford gained 5hp to 90 with a change in the distributor only!

MORE ON ALUMINUM HEADS

The advantages of the aluminum heads over iron heads as proclaimed on the 1936 "Facto-graph" were:

- ◆ Maximum power - allows higher compression
- ◆ Even fuel burning -
- ◆ Acceleration - above two releases max power
- ◆ Better mileage - high compression with no knock
- ◆ Cooler running - dissipates heat quicker
- ◆ High compression - with non-premium gas
- ◆ Less carbon formation

That's what was advertised!

NEW MEMBER FINDS HEAVEN

Dear Editor,

I have enclosed a couple of photos of a 1940 Ford convertible I have purchased. Events moved swiftly for me, to my surprise. I had decided to look for a '40 Ford convertible or coupe, the latter in my mind was the higher probability. I anticipated it would take months to seek out the right car. One problem was my 1939 Plymouth coupe - a #1 condition car, a real gem, but not a car with broad appeal like a Ford. Could I trade it?



As I make a few phone calls, I established contact with a man in Eastern Pa. who had a '40 Ford convertible, who was interested in selling it. Also, he was interested in a '39 Plymouth as a partial trade. So, it worked out. The price on his Ford was the market value and, most important, he was willing to give me a trade-in value on my coupe that was close to my actual investment. It was a compelling offer. I made the trip to Pa. to see it. I was most impressed.

The Ford won a senior AACA and a Dearborn Medallion. It has about 5,000 miles on a fresh engine. The only thing that is defective is the lock on the rear trunk! It is maroon, much like the '40 convert that I once owned.

So, I have rejoined your Ford V8 ranks with a splash! I wanted to call you and Colonel Ross prior to making this fateful decision, but, in the end, I thought I would not bother you over the holidays.

I would like for you to see it in the near future. All the best,

Von Hardesty

Editors note: *Von was a prior member of the club and works for the Air Space Museum. . He used the Internet and found the web site for the EFV8CA and emailed the addresses close by, seeking a '40 Ford. Someone knew of someone!*

JANUARY MEETING

7:30 Tuesday January 12th

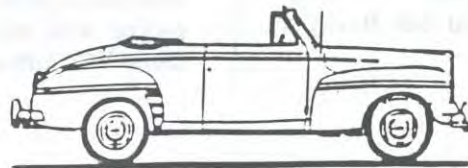
The owner of *Gas Tank Remu-USA* of Rockville, will give a presentation and demonstration on the process of repairing gas tanks. Their patented process will repair virtually any tank - They guarantee your satisfaction.



**DON'T REPLACE YOUR
DAMAGED OR RUSTED
FUEL TANK**



**REPAIR IT . . .
AND
SAVE!**



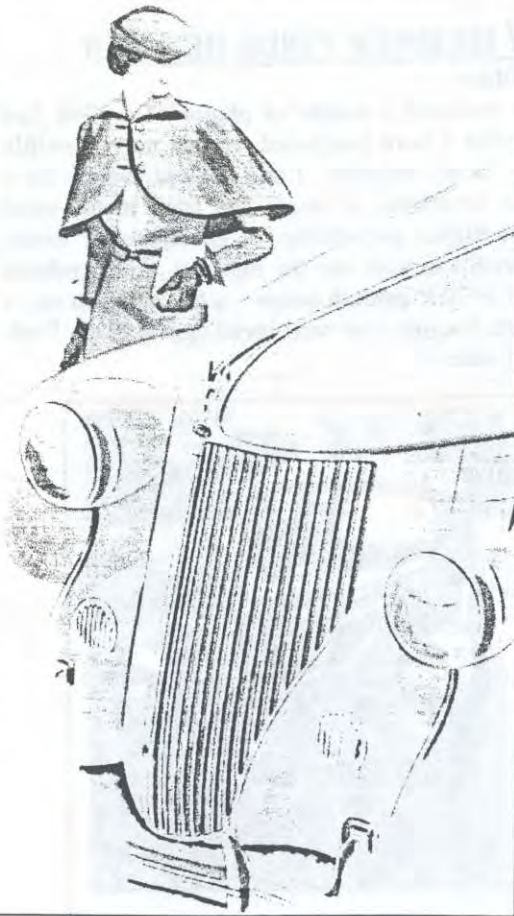
New as the Tilt of Your Hat

REFRESHINGLY NEW, this 1936 Ford V-8, with that trim, lithe sweep of line that runs all through the fashion world.

The new hood extends gracefully over the newly designed radiator grille, accentuating length and giving the car new grace in motion. The new, larger fenders are beautifully formed, with a wide, flowing flare. The front of the Ford is quite imposing and altogether distinctive.

The horns have disappeared. Why not? They're just as useful out of sight—concealed in the Ford behind circular grilles, just beneath the headlamps. It's like taking a dandy something off a dress and making it much more attractive.

And finally, the wheels are new in the Ford V-8 for 1936. They are steel, with large hub caps—a lot more "custom-looking." The accent is on style and quality in every feature of this new car.



In 1936 Ford decided to appeal to the women who were becoming more involved with the decision of buying a new car. This is a page from an advertising brochure.

FOR SALE

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

Misc. back issues of V8 TIMES \$.50 each, 5 for \$2. 85 issues. Proceeds go to the treasury. Supply will be at monthly meeting.

Craftsman 10" table saw with attachments. Cast iron table extensions. \$175 Cliff Green 426-2662

50TH ANNIVERSARY OF THE '49 FORD

I have a July 1948 issue of *Popular Science* that has an "exclusive inside story of the new Ford with 16 pages of pictures". The VC will start publishing these starting next month.

Only two members own the "new" '49 Ford: **John French** with a Tudor and **Bill Darby** a Convertible!



This photo is from a 1941 *Ford Service Instruction book*, Form 3657. The illustrations and text are from the slide and record show used as a training aide. Note the two wrench's that are used together to adjust the lower part of the brake shoes – does anyone have these tools? I would like to take measurements of them and produce a drawing to use in the VC.

There are a series of these Service books that are packed with information which will appear in future VC. *Editor*

NVRG EVENTS CALENDER

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 Zypthy Hills Flea Market, Fla.
- 23 Board Meeting
- TBA Garage Tour

MARCH

- 9 NVRG Membership Meeting
- 27-28 Fredercik – 29th annual indoor

30 swap meet, Frederick Fairgrounds
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

**THIS WILL BE YOUR LAST ISSUE OF THE
AWARD WINNING "VALVE CLATTER", if you
have not paid you dues! Don't miss the
next informative issue.**

**PLEASE MAIL YOUR \$15 CHECK TO: Hank Amster
845 Foal Court
Gainesville, Va. 2015**

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



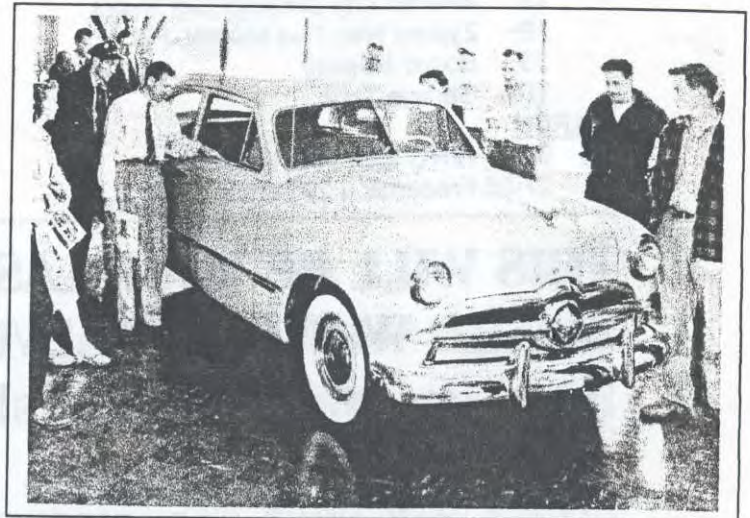
BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



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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**