



VALVE CLATTER



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

Volume XXII, No. 5

May 1999

Cliff Green, Editor



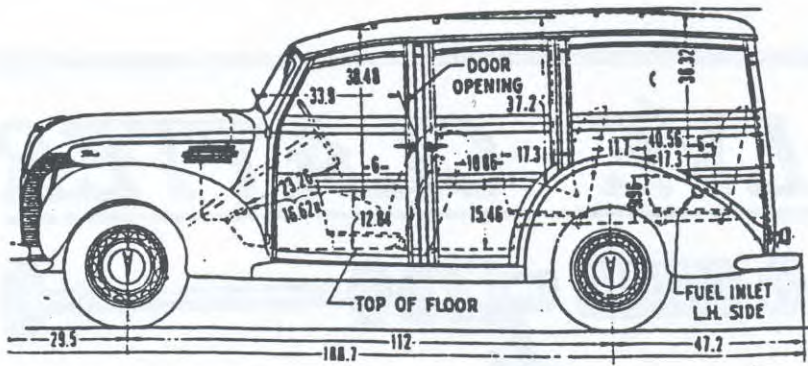
NATIONAL CAPITOL TOUR

Charlie Morrison

S.L. Ross photograph -(tough shot looking into sun)

SHAME! SHAME! SHAME on all the V8"ers who missed a great mini-tour and photo-op on Saturday April 17th. President **Westrate** went to a lot of trouble to make all the necessary arrangements (including fantastic weather) and the RG had 6, **SIX** – cars beautifully arranged in front of the Capitol. We had four police cars meet us, block off one lane of 3rd Street and then escort us to a secure parking lot about a block from the Capitol. From there we (the **Amsters, Dubois', Moore-Halls, Ross, the Westrates, Girmans, Tom Shaw, Von Hardesty** and I) walked to the Capitol for a special guided tour of the entire building by a Capitol Police Officer. To see the places (House and Senate Chambers, early Supreme Court Chambers, Statuary Hall, etc.) where history was made is a moving experience. Following the tour the group stopped at the Library of congress, another impressive facility. The tourists were everywhere and greeted the group of old Fords with thumbs-up and questions.

Once again congrats to President Dave and boo's to all the members that went golfing, mowed the lawn and most of all failed to support he club. We all (including me) need to try to do better, especially when very special arrangement such as these are made.



UP FRONT With the President

MAY 1999

Well, we got the broken bolt out of the fly wheel and the engine is back in the car! We drilled it and used an extractor, but it wasn't easy. Putting the engine back in was a big moment. Now my problem is that I am always going out to the garage to look at it.

The car show is coming up, so sign up your friends and neighbors, and let's have a good show. The dash plaques are in hand, and the trophies are ordered. Tom Shaw and his crew are working hard.

The car tour to the Capitol was a lot of fun. The weather was good, almost too good for the photo shoot. We had plenty of company from the Capitol Police, including Kai the German Shepard from the K9 car. Officer David Ribb, Stuart Early and Mark Hood were most helpful getting us to where we needed to be. Officer Larry Schaefer then gave us a wonderful guided tour of the Capitol building. He had information on staircases, paintings and bullet holes in the tabletop in the House chamber. I hope you enjoyed it.

Let's all bring our pictures of the cars taken at the Capitol to the next membership meeting, so we can select a few to send to the V8 Times. Please bring your negatives also.

Well, by the time you get this I will be retired from my career with DEA after 35 years of service. Government service has been good to me, and I hope I have made a contribution as well. I am going to take a couple of months off to do a few things, including finishing the '39.

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

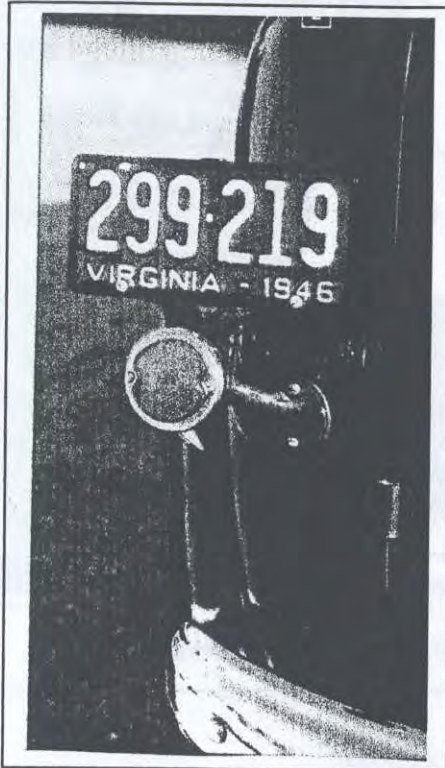
Dave

Congratulations to Dave on retiring this month from the Drug Enforcement Agency, where he served for 34 years – best of luck from NVRG.

NVRG MEMBER'S SEDAN DELIVERY GRACES COVER OF APRIL

"CARS & PARTS"

Photographs in this article and quotes credited to Cars & Parts

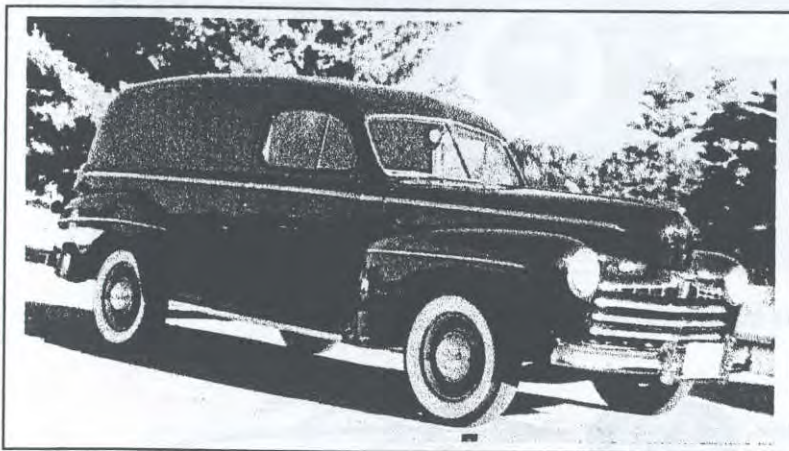


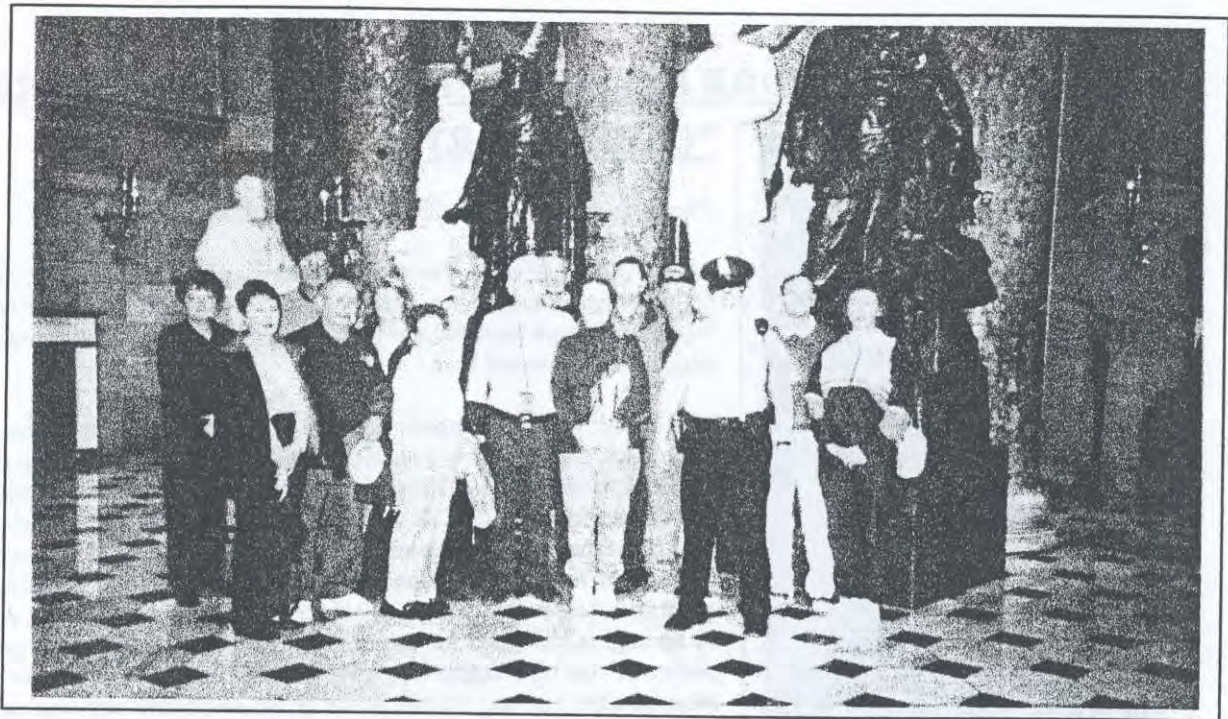
Jerrel "Butch" Myrick, Front Royal, Virginia had his popular 1946 Sedan delivery featured on the cover of the April edition of *CARS & PARTS*. The four page feature included not less than eleven color photographs, some of which are reproduced here.

The article by Arch Brown covered the history of the sedan delivery vehicle from the model T days through the 1960's, concentrating mostly of the Ford versions. What I found most interesting was the evolution of the powerplant for these cars. It seems that this commercial car received every type of engine that Ford developed. "Commencing in 1937, the standard powerplant for the handsome little commercial was the new 60-hp, 136 cubic inch "economy" V8. In 1941 the "60" was replaced by a 119.7 cid, 30 hp engine, designed for use in Ford tractors. (Jason Javaras provided a picture of this rare engine in a 1941 pickup for the VC). This engine was dropped after just one season, as far as the sedan delivery was concerned, although it was available as late as 1946 in some of Ford's other light commercial vehicles." In 1941 you had a choice of 3 engines, the four, a 221.0 V8 and the new 225.8 cid, L-head six. "In terms of advertised horsepower, at the start of the model year the Six had the advantage: 90 hp, versus 85 for the V8. However, it didn't take long for the Ford executives to figure out that the eight cylinder really developed 90 hp after all." (

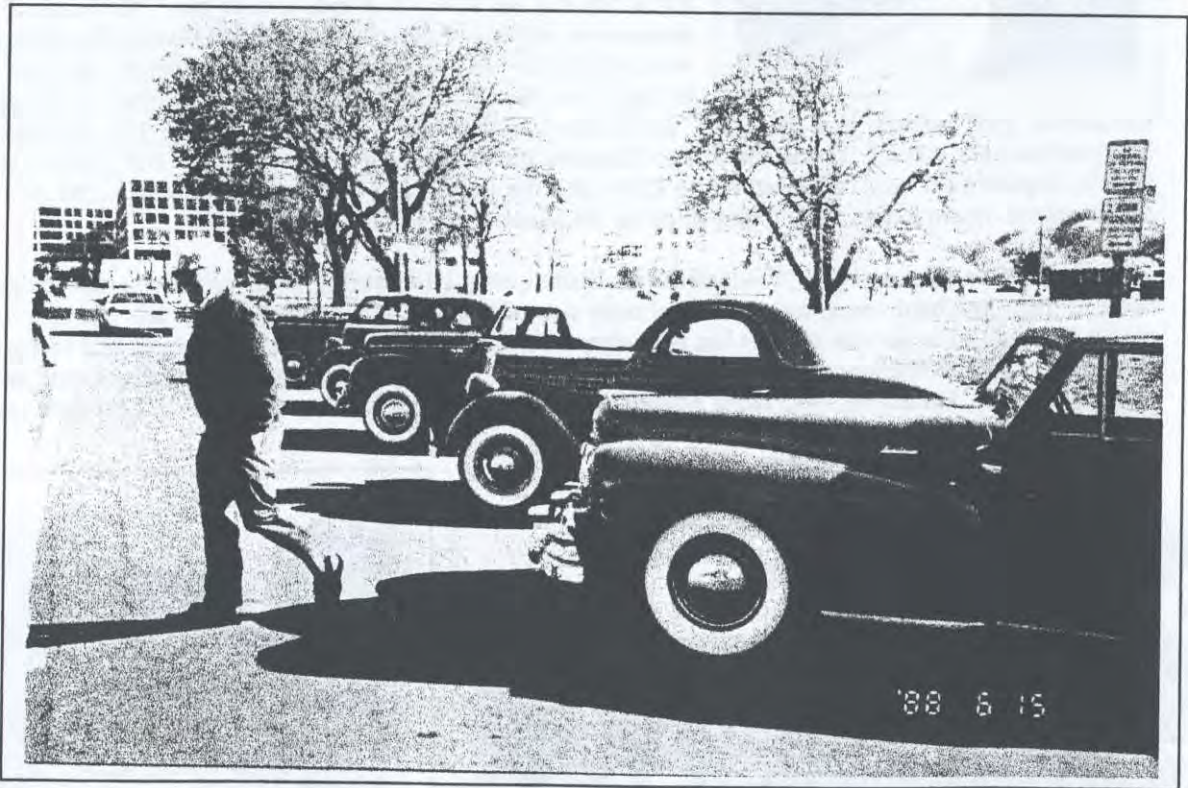
Remember, good readers, in a recent VC article the 5 hp increase is contributed to the 11A distributor with an improved advance curve.) The article further discussed the torque available: V8: 156, 6: 180, V8 60 : 94. In 1946 the V8 displacement was increased 8% to 239.4 and the torque now developed the same as the six. "The six developed maximum torque a 1,200 rpm while the V8 reached its peak torque at 2.00 rpm"

After the Butch's pride and joy. "Production was limited, only 1.186 having been built during the 1946 model run. Most of them saw hard usage, as commercial units generally do." Butch's father bought this example in 1958 and sold it to Butch when he was 19. He has now owned the car 37 years! A nine year tedious and costly restoration culminated with a "Dearborn" award at the Grand National. "The body and interior restorations were contracted to WW Motor cars, Broadway, Va., while Myrick performed the mechanical restoration". This dark green beauty sports a tan interior. Look for it at our local shows and the Eastern National Meet. *Editor*





NVRG V8'ers on special, personal, Capitol Police guided tour of the Nations Capitol



Hank Dubois leaves line up of NVRG beauties

S.L. Ross photos



CARS OF THE CLUB - MAY 1999

| | | | |
|------------------------|------------|---------------------------|------------|
| 1932 5w Coupe | Farkas | 1940 Dlx Station Wagon | Green |
| 1932 Phaeton | Jones | 1940 Mercury Convrt Sedan | Dawkins |
| 1932 Tudor | Ryan | 1940 Std Tudor | Hardin |
| 1933 Cabriolet | Judy | 1940 Pickup | Pieper |
| 1933 Ford 1/2 Ton Pu | Mascali | 1940 Lincoln Cont Cab | Whelihan |
| 1934 1 Ton Panel | French | 1941 1 Ton Panel | Selley |
| 1934 Coupe | Fox | 1941 Business Cpe | Foltz |
| 1934 5w Coupe | Mote | 1941 Coupe | Smith |
| 1934 Phaeton | Mazzie | 1941 Sedan | Welch |
| 1934 Roadster | Simons | 1941 Convert | Amster |
| 1934 Roadster | Mazzie | 1941 Pickup | Arrington |
| 1934 Roadster | Fox | 1941 S/Dlx Station Wgn | Hardin |
| 1934 Roadster | Wells | 1941 S/Dlx Sedan | Chase |
| 1934 Sedan | Fox | 1941 S/Dlx Station Wag | Burns |
| 1934 Tudor | Simons | 1941 S/Dlx Station Wag | Burns |
| 1935 3w Coupe | Morrison | 1941 Tudor Dlx | Bowers |
| 1934 3w Coupe | Dubois | 1942 Dlx Station Wag | Okeson |
| 1935 3w Coupe | Dubois | 1942 Army Staff Sdn | Schreier |
| 1935 Pheaton | Wells | 1946 Dlx Coupe | Girman |
| 1935 Pheaton | Potter | 1946 Coupe | Hill |
| 1935 Roadster | Arrington | 1946 2 Ton COE | Gall |
| 1935 Sedan Dlx | Vincent | 1946 Pickup | Welch |
| 1935 Tudor | French | 1946 Pickup | Wenchel |
| 1936 5w Coupe | Gall | 1946 Sedan Delivery | Mryick |
| 1936 3w Coupe | Ross, S.L. | 1946 S/Dlx Convert | Blum |
| 1936 Conv Sedan | Ross, S.L. | 1946 S/Dlx Tudor | Stewart |
| 1936 Coupe | Welch | 1947 Del Coupe | Lombard |
| 1936 Dlx Sedan | Mcininch | 1947 Linc Cont Cab | Whelihan |
| 1936 Dlx Roadster | Lumpkin | 1947 Merc Sedan | Dawkins |
| 1936 Phaeton | Green | 1948 Convert | Tindall |
| 1936 Phaeton | Kearney | 1948 Coupe | Nelms |
| 1936 Convert Sedan | Potter | 1948 Dlx Coupe | Javaras |
| 1936 Convert Sedan | Handy | 1948 Dlx Tudor | Tindall |
| 1936 Trunk Sed,Std | Potter | 1948 Linc Cont Cab | Ross, S.L. |
| 1936 Tudor | Lee | 1948 Mercury Coupe | Boardman |
| 1936 Tudor | Girman | 1949 Convert | Darby |
| 1936 Tudor | Handy | 1949 F-1 Pickup | Wild |
| 1936 Tudor | Karr | 1949 Tudor | French |
| 1936 Tudor | Clark | 1950 Custom Tudor | Moore |
| 1937 1/2 Ton P/U | Kearney | 1950 Mercury Mont. | Cummings |
| 1937 Cabriolet | Lebkicker | 1950 Tudor | Foltz |
| 1937 Conv Sedan | Wells | 1950 Tudor | Hinkle |
| 1938 Sedan | Lumpkin | 1951 Convert | Wild |
| 1938 Conv Sedan | Blum | 1951 Convert | Shaw |
| 1939 Commercial | Williams | 1951 Sedan Custom | Welch |
| 1939 Dlx Station Wagon | Westrate | 1951 Sedan Custom | Vincent |
| 1939 Std Station Wagon | Westrate | 1951 Station Wagon | Wild |
| 1940 Std Coupe | Javaras | 1951 Tudor | McDaniel |
| 1940 Convert | Arrington | 1952 F1 Pick-up | Okeson |
| 1940 Covert | Hardesty | 1952 Panel | Painter |
| 1940 Convert | Vincent | 1952 Victoria | Chase |
| 1940 Dlx Coupe | Spero | 1953 Linc Capri Conv | Blum |
| 1940 Dlx Coupe | Gibson | 1953 Linc Capri Conv | Gall |
| 1940 Mercury Convert | Hill | 1953 Tudor | Lombard |
| 1940 Sedan Delivery | Gibson | 1953 Linc Capri cpe | GALL |



NVRG TOUR OF NATIONAL AIR AND SPACE MUSEUM'S PAUL GARBER RESTORATION FACILITY APRIL 3RD

Log on to www.americal.org/174/v8garber.htm and see the web page that **Jim McDaniel** produced for the NVRG and the world to view. Jim took six hours to put it together. (This might be the way to view the VC in the future!)

Jim incorporated "thumbnail images" that clicked on to produced a larger image. He included over 20 images to view of the members and various aircraft in the museum.



El Presidnete Westrate inspects de wood

The docent lead the V8'ers through five of the 28 buildings in the complex and that took about five hours, Jim said, and that just scratched the surface. The Neuport 28, a WWI wooden and fabric biplane received a lot of attention from the group. Throughout the buildings, many aircraft are absolutely crammed into every available space, with overlapping wingtips and rotors. There was neat stuff EVERYWHERE.

Another favorite, said Jim, was a Japanese float plane fighter/bomber that was designed for several to be stored within a 400+ foot submarine and be used for a raid on the Panama Canal. How about a German rocket powered fighter hat had 38 air-to-air rockets mounted in the nose to salvo all at once to shoot down allied bomber formations!

Visit the web site for the complete NVRG scoop – great work, Jim.

SPRING CHARLOTTE

Jason Javaras

Spring Charlotte is a great way to start off the Car Show season. My son Dan and I drove our F350 turbo diesel dually campaign wagon to this mecca for NASCAR aficionados and enjoyed every minute of macho grunting and bonding and muscle car madness. The weather was fantastic this year, although it got pretty windy, and we came home with red necks and chapped lips on our satisfied grins.

We agonized over paying the asking price of \$650 for a genuine porcelain Ford "Genuine Parts and Service"

sign. It was two sided, had the bracket and "Property of Ford Motor Company" on it and was in great shape. We also spent a lot of time looking at a great 1953 F250 that was in excellent shape. The seller's father had owned the truck since new and it had always been garaged. It had only 31K miles and sported a new paint job and new wood in the bed. Although the engine needed some work, it would have made a great project at the asking price of \$10,000. I dropped off some water pumps and carbs to John Shelor, who does great rebuilds, and Dan bought 4 tires for his '77 F100. You can buy tires from the NTB vendor at the show at show prices and pick them up locally for mounting.

We saw Bill Clatterbaugh again this year. Bill has been a vendor at Charlotte for years but does more buying than selling there these days. We also saw John French from the NCR Club and his family. His daughter, Janet, is working on a '48 Mercury. There must have been a thousand cars for sale this year, so many that the car corral overflowed the track area onto a back lot. Original Early Ford V-8s were pretty scarce as usual, but we did spot a '41 pickup and a '35 coupe running around the field, but we didn't couldn't find them to inspect them up close. The ride home on Sunday was a bit hairy, with horrendous downpours and lots of accidents on the highways. One of those glad to be home trips.

JAVARAS' DONATE '48 TO AACA

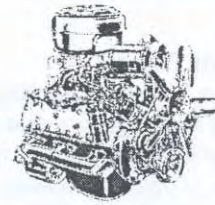
Dee and I made the decision to donate our '48 Coupe to the AACA Museum in Hershey this year. It's was almost like saying goodbye to an old friend, but it is going to a good home. It will be well maintained and displayed for future generations to see. Construction should start on the Museum early next year and in the meantime the 40 or so cars already donated are being stored in a squeaky clean building leased by the AACA.

We hope to be driving our '40 coupe to as many local shows as possible this year. Our overheating problems reappeared but the installation of a heavy duty radiator and a pair of new water pumps should help. Stay tuned!



*EDITOR ASSISTS WITH REMOVAL OF POLICE CAR ENGINE
Jim McDaniel photo – Full report next month*

DON CUNNINGHAM'S --- TECH FACTS



SEEMS LIKE A GOOD IDEA....

Our old Fords are driven on the highway just like everybody else's (maybe a little bit slower), but with one big exception — our V-8 engines don't have oil filters! Oh, many of them do, but many do not have the extra benefit of oil filtration. What about oil filters, anyway? Do they do any good? We can't see anything; what is the oil doing?



Oil filters can do a good job of filtering oil from harmful deposits that would otherwise cause damage to fine engine internal finishes. The oil filters installed on our Flathead engines are of the by-pass type; they are not a full-flow filter system like modern engines. This means *some* of the oil is filtered as the engine is run, but not 100% filtered like a full-flow filter does.

Oil filters can keep particles as small as 10- to -20 microns from circulating through the engine. Particles smaller than 10 microns are held in suspension and drained out with the oil at oil change time. Particles larger than 20 microns can't wedge into small places and are filtered out.

How small is a micron? Well, it is .000039". That is read *thirty-nine millionths of an inch!* It would take 35 microns to measure .001". So, the 10- to -20 micron pores in the filtering material manufactures use measures about .0005", or half-thousandth inch. Did you know the filter can be made too fine—the filter would clog if the micron pores were below 10?

It is difficult to understand the smaller particles held in suspension. The foreign matter of carbon, sludge and varnish travel along with the lubricating oil and when the oil is drained out at oil change time, the smaller particles are removed with it. Why don't these particles do damage? Because they are extremely small and do no harm.

The old oil of yesterday did not clean engines like today's oil. The modern oil does such a superior job that no other oil should be used. Remember, non-detergent oil of the past was all that existed; these oils should not be used anymore. The engine will sludge and cannot be kept clean. A Multi-viscosity oil can be used. A thinner oil film can lubricate better than a thick one, providing the engine clearances are within tolerance. Clean, thin oil moves faster and wedges better for engine parts protection.

A by-pass filter installed on a Flathead Ford engine is better than none at all. (Filtering some of the oil some of the time is an improvement!) The full-flow oil filter is best, but unfortunately the early V-8 engines don't have this oil flow design. In more recent design, all oil being pumped by the oil pump is first filtered before going to the vital engine parts; you know — just like the engine in your modern Chevrolet that you drive to the Ford meet!

The oil film thickness wedged between moving engine parts is .000025" to .00005"!! How thick is that? I don't know, but I used my yardstick and measured a thickness of about 30 times thinner than this page. That's thin! Oil does what is called wedging to form a film between the extreme pressure of engine parts. Filtering the oil to keep it clean *is* a good idea — who wants foreign matter in there along with the oil while it is lubricating, cooling, sealing and cleaning? Your Flathead Ford doesn't. Install a filter.

Happy Motoring - Don Cunningham



Page 9

Don Cunningham writes for the "Big Valley Rumble" of RG 26. This is one of a continuing series of "Tech Tips". I believe that you will read more of his excellent articles in the *V8 TIMES*. The *Valve Clatter* is exchanged with about a dozen other Newsletter editors.

FORD PLANS RECYCLING JUNKED

CARS

Washington Post 4/27/99

Ford plans to start recycling junked cars, creating a used parts clearinghouse that could add \$1 billion a year in revenue and help control landfill growth. Ford said it bought Copher Brothers Auto Parts, a Tampa company, as it forms the new business.

(Thanks Charlie Morrison)

AOLA

APRIL MEETING NOTES

Hank Amster

The club's April 13th meeting at Nottoway Park was well attended, and the presentation by member Alan Whelihan was enthusiastically received. He gave a detailed talk on the merits of the new Optima batteries for our early Ford V8 cars, as well as information on high capacity oil pumps that are also available for our cars. The Optima batteries contain a gel-type filler that is not susceptible to the same type of corrosive wear as normal batteries. The cells consist of a coil wound medium rather than plates used in normal batteries. The innards resemble three miniature rolls of paper towels standing on end adjacent to each other. Alan's firm has devised a case for the Optimas that replicates the original equipment look for our old cars. Their version of the Optima is inserted through the bottom of the case rather than through the top as with another manufacturer's adaptation, thus the original look is preserved and servicing is more easily accomplished. Alan also assembles the high capacity oil pumps as replacements for the original equipment on the Flathead engines. These pumps were developed for the purpose of improving the problem of low oil pressure inherent in many of the old V8's.

The presentation and questions asked by the members reflected a continuing high level of interest by our members in pursuing the technical aspects of improving the performance of our antique cars. Further, the response by a well-attended membership to the technical seminar was gratifying to those responsible for planning these club events.

FOR SALE/WANTED

1940 Mercury four-door convertible sedan, Maroon, tan top, 1,400 miles since complete restoration. Nos fenders, hood, rockers, dash, more. 4/5 condition. Rare 45 remaining. \$32,900 Steve Dawkins 703-313-8652 SPSJHD@AOL.COM

1953 Ford Customline four door, V8, cruisamatic, new brakes, good tires, 8 volt battery, \$600 firm 703-368-3487

1947 Ford hot water heater. Motor works. Take it off my hands for \$15 OBO. Hank Amster 703-753-9575

For sale/trade/buy to complete matching set:

Two 40-6049, one 40-6049-A2R, ONE 40-6050, one 40-B (cast iron), One no part# (cast iron dome pistons), set 8BA dated H119,L121. I forget which heads I have when I get to a swap meet and always come home with the wrong side. Really need a match for the A2R.

Ed Mascali 703-280-7043



Saturday, May 15, 1999

10:00 A.M. - 3:00 P.M.

**Also Crafts, Antique Flea Market,
Civil War Encampment Demonstration**

Presented by:

Northern Virginia Regional Group

of the Early Ford V-8 Club

City of Fairfax

Fairfax Downtown Coalition

Historic Fairfax City, Inc.



**\$5.00 Admission Fee for Spectator Adult will be
charged for entry onto the Show**

(12 & Under free)

CALENDAR



May

- 1 Richmond Region AACA, 30th Annual Car Show & Swap Meet. State Fair Grounds Info 804-288-4439
- 8 Winchester
- 11 **NVRG Monthly Meeting** Program: Judging Seminar – National Deputy Judge Selley Refreshments: **Tom Shaw**
- 15 **City of Fairfax Heritage Antique Car Show - NVRG Sponser**
- 22 Gettysburg Region AACA 24th annual Car Show & Flea Market, New Oxford, Pa Info: 717-632-2792
- 25 **NVRG Board Meeting**
- 30 Marshall days, Marshall, Va.

June

- 2-5 **Eastern National V8 Meet**, Reading, Pa.
- 4-6 Carlisle All Ford National
- 8 **NVRG Monthly Meeting** Program: TBA Refreshments: **Jim McDaniel**
- 17-19 AACA Eastern Division Nat'l Spring Meet, Roanoke, Va
- 19 Southern Maryland Antique Car Club Car Show & Flea Market. LaPlata, Md.
- 20 Sully
- 27 Lion's Club Car Show, King & Market Street, Leesburg. Limited to 200 cars. 703-777-7837

July

- 10 All Ford Show, Frederic Motor Co, Rt 40 Frederick, Md
- 11 Natl Cap Reg. V8 show - Brookville, Md
- 13 **NVRG Annual picnic, Nottaway Park**

- 24 **NVRG** Willowcroft Winery Club fund raiser 11:00- 4:00, Leesburg, Va

27 **NVRG Board Meeting**

August

- 6-8 36th annual Das Awkscht Fescht Car show and Flea Market, Macungie, Pa.
- 14 Fredericksburg AACA Show
- 10 **NVRG Monthly Meeting** Slide show of the Eastern and Western National meets. Refreshments: **David Blum**
- 21 24rd Annual Tobacco Trail Antique & Classic Car Show, Allen Pond Park, Bowie, Md.
- 21-22 Virginia Wine Festival
- 22 Francis Scott Key Antique Car Club Car Show Flea Market, Rose Hill Manor Park, Frederick. 301-473-8212
- 31 **NVRG Board Meeting**

September

- 12 Mt Airy - 29 th annual Sugarloaf Region AACA meet
- 11-12 **Annual Lebkicker Tour** (Tentative dates)
- 12 Out of the Past Review - Vern Parker's "Times
- 14 **NVRG Monthly Meeting** Program: TBA Refreshments: **Steve Pieper**
- 19 Bull Run Region AACA, Manassas, Va
- 28 **NVRG Directors Meeting**
- 30-Oct 2 Fall Carlisle

October

- 3 Antique Auto Assembly on grounds of US Soldier's Home, Washington, DC
- 6-9 Hershey
- 12 **NVRG Monthly Meeting** Program: Hershey review and slide show. Refreshments: **Von Hardesty**
- 16 Rockville
- 26 **NVRG Directors Meeting**
- TBA Fall Tour

Call Editor for additions or corrections to this list - check date for sure!

ATTENTION
MAY MEETING WILL
BE AT
JERRY'S FORD
7:30
Judging review
Refreshments: Tom Shaw

WINCHESTER CARAVAN

NVRG will leave Fair Oaks Holiday Inn
At 8:00 and Gilberts Corners at 8:30

Call John Girman to tell him you are
going or if you need a ride
242-1459



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 |

Attention:

May membership meeting will
be held at **JERRY'S FORD** on
Little River Turnpike
7:30
Review National Judging
SEE YOU THERE



FIRST CLASS MAIL

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