



VALVE CLATTER

Northern
Virginia
Regional
Group



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

Volume XXII, No. 9

September 1999

Cliff Green, Editor

YOUR BOARD OF DIRECTORS AT WORK



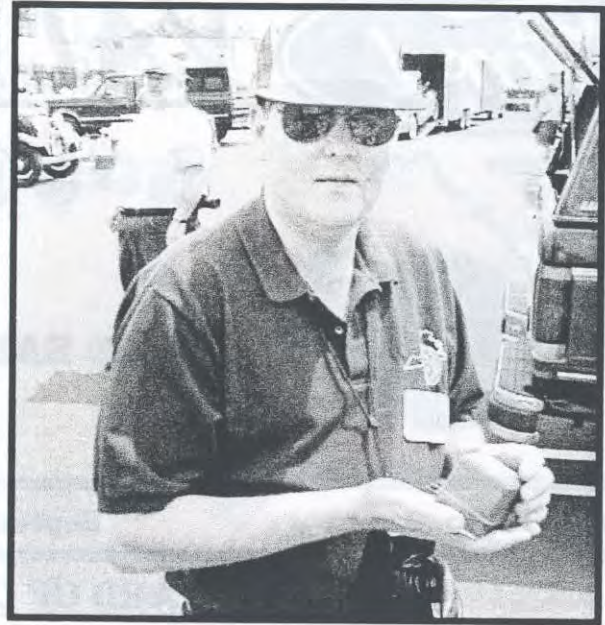
On the last Tuesday of every month your Board of Directors meet to discuss the business of the Club. The meetings are held in the activities room in the Kings Park Shopping Center at 7:30. This allows the general membership to be unencumbered by business and provides the maximum time for the programs and refreshments. They work hard to provide social events, tours, speakers at meetings, programs, property management and handle communications with the National. The Post Office box mail is distributed. Events are planned months in advance. Occasionally members gather prior to the meeting for dinner. Through interaction

Lt. to Rt.: Tom Shaw, Cliff Green, Hank Amster, Hank Dubois, Bill Simons
Dave Westrate, David Blum, John Girman. Missing: Don Lombard, Bill Selley

closer friendships are formed as the group works for the benefit of the club.

Each Board member serves for two years on a rotating basis. The Board elects the officers amongst themselves. Nomination time is approaching for selection of new board members and a committee will be formed to ask for volunteers. The newest members of the board are assigned positions to afford them a chance to gather experience before acquiring more responsibility. New blood is always welcome – this provides an opportunity to put something into the club which in turn will allow you to get more out of it!





UP FRONT With the President

SEPTEMBER 1999

You can really smell the chocolate now, and it's only a few weeks until the big show at Hershey. I hope each of you get to go if you can. It is always a lot of fun to spend time with friends and car enthusiasts, in addition to seeing all the stuff.

I am a little worried about Eric, as he just sold his VW and stash of parts including an extra engine. With all that cash in his pocket we will have to keep a close eye on him, especially if he heads for the car corral at Hershey.

Don Lombard and **Ken Burns** have done a wonderful job of putting together the annual fall Lebkicker Tour. It sounds like a great time, and we hope as many members as possible can go. Please make your plans early. Nice job on the flyer!!

I have received a lot of raffle tickets from other EFV8 clubs and there is never any interest in them. I always end up sending them back. However, you may be interested in the raffle the Piedmont Carolinas Regional Group #52 is conducting. They are hosting the Eastern Meet next June 7-10, 2000, and the tickets are for a restored 1950 Ford 2-door sedan. The tickets are \$1.00 each or 6 for \$5.00. I will bring them to the next club meeting.

The fall club programs are full of excitement. September features **Ken Burns** on "roofing" a car. October is Ted Drews who will talk to us about his personal relationship with Henry Ford and Ford history. Please attend these events and share the knowledge.

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

Dave

CARS
TRUCKS
BUSES**TROUBLE-SHOOTING**
SERVICE BULLETINFord
Mercury
Lincoln

Page 11

FUEL SYSTEM

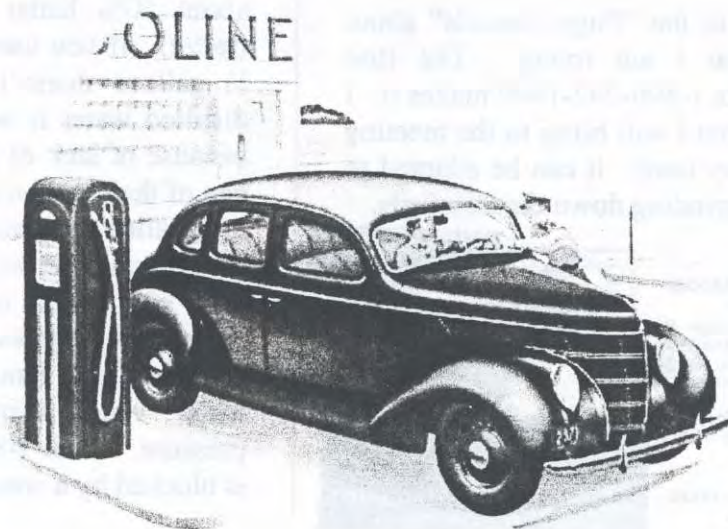
Subject 9999

Symptom 9999-A**Excessive Fuel Consumption****1. FUEL CONSUMPTION DATA.**

Engine	Year	Axle Ratio	Miles Per Gallon at			
			20 MPH	30 MPH	40 MPH	60 MPH
60 H.P.	1937-40	4.44	31.6	28.4	25.0	18.6
85 H.P.	1932-33	4.11	24.4	22.2	20.0	15.6
85 H.P.	1934	4.11	21.2	20.4	19.4	16.0
85 H.P.	1935-36	4.11	22.6	20.1	19.0	15.6
85 H.P.	1937-40	3.78	22.55	23.5	20.2	16.15
90 H.P. (V-8)	1941-42	3.78	26.0	24.3	22.4	20.0
90 H.P. (6-Cyl.)	1941-42	3.78	26.5	25.0	22.0	20.0
95 H.P.	1939-40	3.54	24.1	23.6	20.3	15.7
100 H.P.	1941-42	3.54	26.5	25.2	23.4	21.4
110 H.P.	1936-37	4.33	20.7	20.4	18.8	15.5
110 H.P.	1937	4.44	20.6	20.2	18.6	15.1
110 H.P.	1938-39	4.44	19.9	19.2	18.1	14.5
120 H.P.	1940-41	4.44	17.0	16.3	15.7	12.6
130 H.P.	1942	4.22	15.3	15.9	16.3	12.5

Some variation in fuel consumption is to be expected at higher elevations. Atmospheric conditions likewise are factors and the results will be affected by air temperature and pres-

sure. Normal fuel consumption for passenger cars with standard axle ratios is as indicated above.



TIPS FOR TOURING OR GETTING READY FOR THE LEBKICKER.

Stop light switch: for those of you that use silicone fluid in your brake system – have you had problems with your brake light, either taking too much pressure on the pedal to activate or not working at all? You only find out when someone tells you. It seems that some stock switch (stop light) 91A-13480, do not work as advertised with silicone – I don't know the reason (any members have a guess?). I have used silicone in my woody since 1976, after I found that regular brake fluid had corroded the system. I have replaced several switches after probably running around with no lights for xxx miles. **Dave Westrate** drove the woody to Reading with me following in the phaeton and I notice that the brake light only worked on hard braking. Replacing the brake light switch cured the problem. I also had difficulty with the brake lights on the '47 Mercury that I fooled around with last summer (used silicone).

I exchange newsletters with a number of RG's. In the "Soybean Sentinel" Wayne Taylor wrote in his column about the shortened stop light switch life and more pressure needed to activate the lights. He recommends the "Standard" brand P/N SLS-27 or go to your local Harley Davidson dealer and purchase Harley P/N 72023-51B switch (about \$17.50) which is designed for their bikes using silicone. Same thread size, but connectors must be changed to the spade type.

Dick Flynn wrote in the "Puget Sounds" about another switch that I am trying. The Ron Francis Wire Works 1-800-292-1940 makes it. I bought two extra that I will bring to the meeting and sell for \$15 (my cost). It can be adapted to the connectors by grinding down the terminals.

LOW PRESSURE HYDRAULIC BRAKE SWITCH

High quality switch. Much longer life than previous models available anywhere. Fits most cars, 20-50 pounds pressure required instead of stock units that don't come on until 60-120 pounds pressure. Connector with short leads supplied. Standard 1/8 Pipe Thread.

SW-32 \$14.00



The best reason for using this switch is that it actuates at between **20-50 psi** instead of 60 psi plus! We need that extra warning!

Cooling: A hot topic. In the latest issue of the Lincoln Zephyr Club magazine "The Way of the Zephyr" (edited by Dave Cole) there is an endorsement of "Pro-Blend" products by Red Vaughn. I know Red. He lives in Maryland and drives the best-preserved original 1940 Lincoln Continental in existence! Well, we know that the V12's have more cooling problems than the V8's, so this caught my attention. There is a product called "40 Below" that Red added to his radiator and "Engine Cool" to his oil. Quote – "I ran it hard for a good spell and lo and behold, my oil pressure was still 10 pounds higher than it used to be and my water temp with a thermometer stuck in the neck of the radiator, was right at 180! The outside temperature that day was 100!"

This sounded too good to be true, so I called the company and spoke to the tech man of "Pro-Blend". We talked for 15 minutes. Basically they are a chemical group not marketing and build under contract. The NASCAR people had a cooling problem and came to them to fix it. What their product does is increase thermo exchange and works best when water only is used. We have to use water pump lube also because "40 Below" provides no corrosion protection. Do not use anti-freeze, only distilled water. (H2O has about 50% better heat transfer than anti-freeze). If you use a 50/50 mixture, about 2 ½ gallons doesn't help in cooling. Also distilled water is worth 4 degrees in cooling because of lack of minerals and metals. One can of their product, #4032, is enough for our 5-½ gallon systems. It sells for \$\$\$\$. They recommend that we use #8012 "Engine Cool" as a companion in the crankcase – it will remove 50 degrees of oil temperature out of the crank and camshaft which contributes to lower water temperature and higher oil pressure. Call 1-800-331-9520. My woodie is blocked by a wood working project, so I

Tour tips (Cont)

can not give a testimonial. However, I shall report on results after the tour. Will the "Pro-Blend" Company be our salvation? According to Red it is!

Condenser check: This rascal is a mystery to most V8'ers. All the Service Bulletins require that the Ford Laboratory Tester be used to conduct a microfad reading to determine if the condenser is good or not. Most of us exchange another condenser of dubious condition into the ignition system to check if the engine will run and then suspect it when the engine gets hot. Well, trouble shooters, if you remember, **Dick Lebkicker** demonstrated how to test the condenser with a volt-ohm meter years ago. A review: discharge the condenser on the bench by touching the wire to the case, which shorts it out. Then with an analog type (not digital) VOM, set it on continuity to its lowest setting. Touch the negative lead to the body and the positive to the wire lead. If the needle goes up, then slowly goes back to zero – the condenser is good. The battery in the VOM gives it a charge. If not, it's defective. Now put a hair dryer on it to heat it up and retest.

Stop vapor lock: When we climb the pass over the Blue Ridge make sure you have 4 oz of diesel fuel in ten gallons of gas to prevent that dastardly vapor lock. It will not foul the plugs; quote the Mobil Oil engineers.

For a smoother shift: Do you occasionally "Grind" the gears shifting into reverse or first? Don Cunningham writing for the "Rumble" of the Big Valley RG suggests the following: "When in neutral with engine running and the clutch engaged, the transmission gears are spinning. When a shift into low or reverse gear from neutral position is attempted, it will help to first push in the clutch pedal and shift to either second gear or high gear. This action will stop the transmission gears quietly without clashing {the synchromesh is at work}. Then a shift to low or reverse can be made. Otherwise, an

immediate shift would cause a clashing." We all knew this, but wondered why it works, right?

LETTER TO THE EDITOR

Hi Cliff,

As always the August newsletter was pretty neat and informative. It appears that you still go to quite a few auto shows/meetings out of the region on which you do easy reading articles.

There isn't an Early Ford V8 club near where I live in New Bern so I haven't been to a meeting in over a year when I last attended a meeting of the Northern Virginia club so your newsletter keeps me up on its activities. I appreciate the courtesy copy I receive each month and I hate to ask you a favor but could you send it to my present address of : 1335 Pine Valley Drive, New Bern, North Carolina 28562 instead of my former post office box?

While there aren't as many restored cars here as there are in the Northern Virginia - Washington, D.C. area, there are a few. As a matter of fact the city expects 200 - 400 antique/classic cars at the show in town on September 11. I have no idea where they all will be coming from but I don't think that all of them will be from New Bern since its population is only around 20,000. That number of cars should take up quite a few blocks in the historic section of town so it'll be a sight to see.

Say 'hi' to the guys. Bob Karr

FOR SALE

4 600x16 tires. Very low milage, narrow white walls. Perfect for driver. \$40 takes all four. S. L. Ross
360-3310

Wanted: 1936-39 transmission tower (gear box shifter)
1954-56 Ford pickup steering box with shaft. 1933-34
driver side window regulator. Please call Ed Mascali
703-280-7043

POTTER STARTS RESTORATION

Buzzy Potter has turned his 1935 Ford Phaeton over to "Old Car John" of Maryland for a complete restoration. He has been collecting parts for many, many years and now has decided it is time to "do it"!

CAR SHOW SEASON STARTING

Check the calendar for there is a show just about every weekend now. This Sunday is the popular "Out of the Past Review". Bull Run on the 19th and a new show Lucketts (which is close to Leesburg) on the 26th.

EFV8CA SUMMER BOARD DOINGS

Our Southeast National Director **Raymond Brownlee** reports the following information from the National Board meeting. (Out of state directors were on telephone hook ups):

- ◆ Tech Advisor need for 1933 – contact Ken Terrio if interested.
- ◆ Webmaster need for the V8 web page.
- ◆ The current line of V8 apparel is being closed out. Limited supply, call.
- ◆ Book Status: 1932 book – a decision was made to proceed. 1937 Book - \$5.00 was approved for production of the 1937 book, Rod Clifford editor. 1938-39 Book – no news. 1940 Book – update needed, Brownlee volunteered. 1946-48 Book – Rusty Davis need additional help, someone to chair the project.
- ◆ National Meets: Eastern – Lowes Motor Speedway, Concord, NC June 7-10, Central – Brainerd, MN, July 9-13. Western – Albuquerque, NM August 16-20. The 2001 Eastern meet will be hosted by the Connecticut RG in Westbrook, CT June 4-7.
- ◆ Directors representation: The current system has California with seven directors with only 22% of the membership, while the rest of the world has only six. I have not received any phone calls or letters concerning this matter. Let me know if you have an opinion.
- ◆ National roster: Please update area codes and area codes so I can communicate easier.
- ◆ January 2000 Board Meeting: Mission Valley, Ca., Jan 20-22 This is the only time where all directors meet face to face.
- ◆ Membership recognition pins. No final design on the 25 year, 30 year or founding member recognition pins. New chairperson, so some design by October meeting. We need the 25 year first.
- ◆ Video programs: There have been no requests for Video. Try them at your meetings.
- ◆ Annual youth restoration program: Program explained in latest V8 Times. Participant

registrations must reach the national office by Dec 15th.

- ◆ Deputy National Chief Judge Selection Committee is looking for candidate.
- ◆ Please vote for the National directors, ballot in V8 Times.

AUGUST VC LATE

The August VC delivery was not the problem of the Post Office. Bill Simons was on vacation for two weeks and during that time the super deluxe Xerox machine broke down. Parts were ordered and back ordered, thus the VC was in the back of the line when the machine came operational. We appreciate of Bill to undertake the printing and mailing of the VC – he saves our club mucho \$\$\$. I Express Mail the VC on the Tuesday morning a week prior to our membership meetings.

CORRECTION

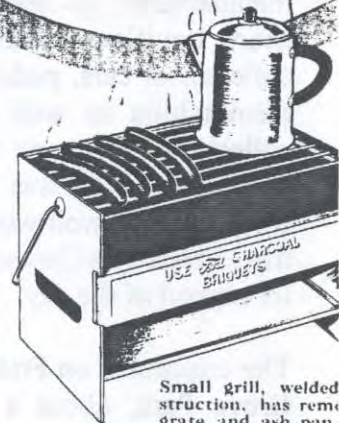
In last months write up of the Western National meet at Dana Point, CA, I credited San Diego RG with hosting the meet. Jerry Windle Emailed me that the Southern California RG was the host. Look for part of this article in the V8 TIMES as an “Eastern” viewpoint.

EVOOA CONVENTION

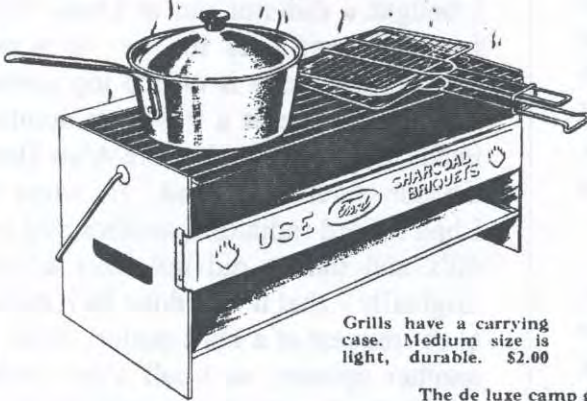
The Emergency Vehicle Owners & Operators Asso had a big write of our meet in their newsletter with lots of pictures. Pres. Westrate wrote a letter thanking them for their participation which was published.



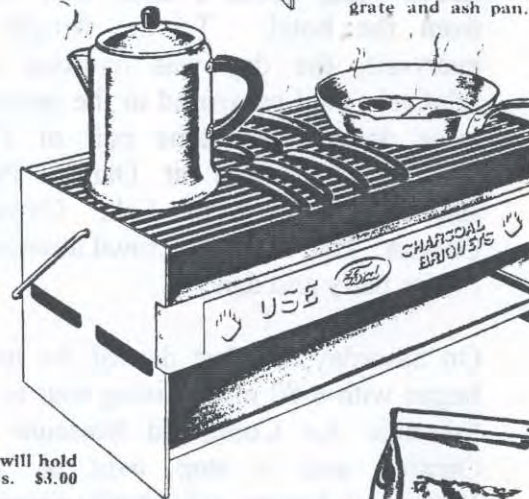
LET'S HAVE A PICNIC!



Small grill, welded construction, has removable grate and ash pan.



Grills have a carrying case. Medium size is light, durable. \$2.00



The de luxe camp grill will hold several cooking utensils. \$3.00



CHARCOAL BRIQUETS

SAFE • HOT • SMOKELESS FUEL



IDEAL FOR PICNICS • ALWAYS READY

NOTES FROM THE CENTRAL

NATIONAL MEET

Mickey Holton, Editor of the Volunteer Regional Group, Nashville, TN newsletter, attended the National Meet in Omaha in July. He said it was HOT. He traveled with Ken Brown and his wife in their 1942 woodie and it performed perfectly and didn't even think about overheating. It took them two days to drive from Nashville averaging 60-65 mph.

Key activities that Mickey reported on were the visit to Speedway Motors, the manufacturer of speed parts for flat heads, but it's owner Bill Smith, is also a collector of cars, pedal cars, automotive memorabilia as well as an extensive collection of historic engines, including flatheads. It was an impressive collection and well worth the trip. A bus trip to Harvey's Casino in Council Bluffs, IA capped off the day.

The concourse on Friday was in Walnut Grove Park, about a three mile drive from the hotel. To the delight of everyone, the day was overcast and relatively cool compared to the previous three days. The same pair of 1938 woodies that were at Dana Point showed up – from Lake Oswego, Oregon. That night the crowd attended a Fifties party and dance.

On Saturday, the last day of the meet, began with a 80 mile driving tour to the Strategic Air Command Museum out Omaha, and a stop over to visit Nebraska's largest individually owned car collection. The banquet that evening was held at the Omaha Union Station/Durham Western Heritage Museum in downtown Omaha. Mickey, an experience National Meet attendee, said "that I've never been to a V8 National meet that I didn't like and this one was no exception"

LEBKICKER TOUR

Don Lombard produced a terrific flyer promoting the tour – the Board of Directors hopes it encourages a large turn out for the NVRG's premier yearly event. Ken Burns is responsible for the attention grabbing return address sticker and mailing. GOOD WORK GUYS.

Also, these two members took an entire Saturday to scout the entire route and make arrangements at each stop. Such prior planning makes for a smooth tour. They ensure us that this will be a scenic and enjoyable drive. The restaurant in Staunton is in a 1902 train station and is more "upscale" than our usual fare, so that should please the spouses. With all the effort that these men put into the event, let's respond with a good turn out.

BURNS IS BUILDING!

Ken Burns reports that he is expanding his single car garage out the back with a 20x21 structure that will be heated and cooled. Now both '41 woodies will have a home. He also fired up woodie #2 for the first time and it runs terrific. He is mulling swapping engines with the Green Machine.

MYSTERIOUS 1940 RADIATOR

I bought a radiator out at Dana Point that a friend shipped back for me. It is unusual in that the filler cap is on the top instead of on the side. There is a 91A part number on the inside right corner. I wrote Alan Darr, the 40 advisor about what I had. He wrote back that I had a Ford radiator manufactured in the late 40's and that it did not have a crank hole originally – that it was done by a radiator shop at the request of a Ford dealer. Well, I needed another opinion, so I call Tom Christenberry who helped write the restoration book. Tom said that it is a Ford service replacement and there is no evidence when it was manufactured and that the crank hole is factory. The radiator is very controversial, technically it is not correct for 1940, but when he judges, he does not deduct point for it. Should I or shouldn't I? Editor

CALENDAR

September

- 11 Northern Neck Region AACA, 6th Annual Antique Auto Show, Heritage Park Resort, Warsaw, Va.
- 12 Mt Airy - 29 th annual Sugarloaf Region AACA meet
- 12 Out of the Past Review - Vern Parker's "Times
- 14 **NVRG Monthly Meeting** Program: Ken Burns, talk and video on replacing tops On a woodie Refreshments: **Steve Pieper**
- 19 Bull Run Region AACA, Manassas, Va
- 18-19 **Annual Lebkicker Tour**
- 26 Lucketts '99 Antique and Classic auto show at historic Lucketts, Va Community Center
- 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: Talk by Teddy Drews, who was interactive with Henry Ford. Refreshments: **Hardesty**
- 16 Rockville
- 26 **NVRG Directors Meeting**
- TBA Fall Tour

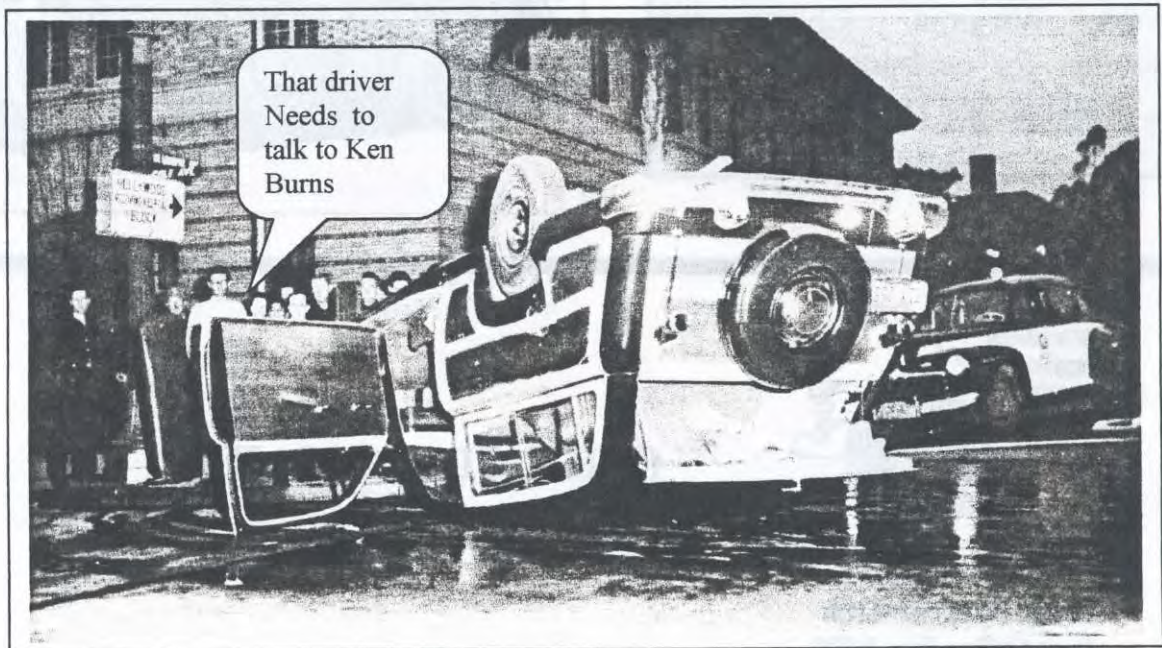
November

- 6 Tour of Smithsonian auto collection
- 9 **NVRG Monthly Meeting** - Speaker who knew Henry Ford. Refreshments: **Green**
- 30 **NVRG Directors Meeting**

December

- 4 **NVRG Christmas Party**, Fairfax Country Club. Cocktails 7:00

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



SEPTEMBER MEETING: KEN BURNS WILL DISCUSS WITH A VIDEO, REPLACING THE TOP ON A WOODIE. REFRESHMENTS WILL BE PROVIDED BY VON HARDESTY. COME TO THE HUNTER HOUSE, IN NOTTOWAY PARK, THE 14TH, AND MINGLE WITH FELLOW V8'ERS!



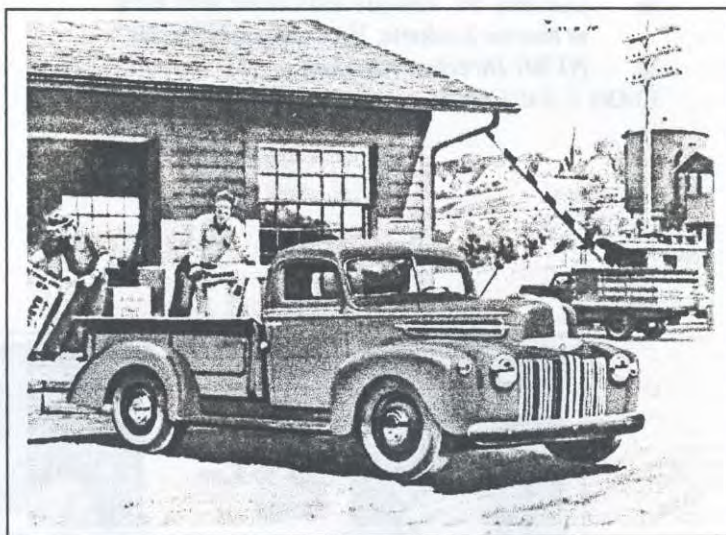
**BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP**



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**