



Northern
Virginia
Regional
Group



VALVE CLATTER



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

Volume XXIII, No. 1

January 2000

Cliff Green, Editor

NVRG Christmas Party

Once again the Country Club of Fairfax was the lovely setting for the NVRG Christmas party. The twinkling Christmas lights outside and tasteful decorations inside made a welcoming sight to get us into the holiday season.

The V8'ers were resplendent in their holiday fashions to participate in the fifth year this event has been held at this location. After mingling with our V8 friends during a cocktail hour, **Charlie Morrison**, dazzling the ladies in his kilt, gave another of his special V8 blessing for the occasion. We were then seated to enjoy scrumptious plates of either filet Mignon or Chicken Oscar.



Mary Menke, Jane Dawkins and Sandra Green sip

Prior to the much anticipated gift exchange, the two door prizes obtained by **Dave Blum** from *JK Auto Parts*, were won by lucky guest **Vern Parker** of the *Washington Times* (for the second year in a row!) and **Louise Vincent**. President **Dave Westrate** gave a short welcoming address and announced that he volunteered to be the President for a third term. A hearty round of applause was the response from the appreciative members. **Bill Tindall** was introduced as the master of ceremonies (read controller of the gift exchange) and the festivities began.

It was noted that the gifts this year were given more thought, rather than last minute purchases at Trac Auto. Many of the guests elected to keep what they had opened rather than exchange. However, as always, some of the most popular and clever presents were swapped numerous times. The majority of the presents were auto related keeping with the spirit of the old car club.

Everyone remarked to the host and hostess, **Cliff and Sandra Green**, what a delightful evening it was for all the V8'ers gathered. Seen in their Christmas finery were: the Morrises, Amsters, Blums, Piepers, Lumpkins, Westrates, Shaws, Dubois, Selley, Greens, Halls, Javaras, Chases, Wilds, Vincents, Parkers, Girmams, Sumner's, Wingingland, Dawkins, Alexanders, Tindalls, Gall, Menke, Cummings and guest.



UP FRONT With the President

JANUARY 2000

Today is 01/01/00, and for a person who is not good with numbers this will be a challenge for a while. Good thing Barbara is in charge of the check book! I told her last night that as a younger man I often wondered if I would see the year 2000, and now it is here. I feel fortunate that we are a part of it. Thankfully, there were no major computer problems, which once again illustrates the ingenuity and resourcefulness of human beings. Have any of you tried to start your Fords yet?! Henry would have been proud to see these cars still running strong in 2000!

Well enough of that, let's talk of what 2000 means for the club. Let's try to make this year better than ever. There are a lot of fun things to do and our membership continues to grow. I thank one and all for your confidence and support, as I have been asked to serve as President for another year. I will do my best to lead the club in the direction that you want to see it go, and I welcome suggestions from each of you on how we can do it better.

Sandra and Cliff Green hosted the Holiday Party once again at the Fairfax Country Club. This is always a special event, as it kicks off the season in grand style. The gift exchange was fun with a lot of good stuff "up for grabs". Our sincerest thanks to the Greens, to **Hank & Bea Amster** and to **Bill Selley** who worked hard on reservations and the reception desk at the event.

The calendar for this coming year already looks exciting, and we kick off with a not to be missed tour of **Steve Piper's** shop/garage on January 29th. Please plan to join us.

Remember, if we each do a little, together we can accomplish a lot in 2000!!

Dave

COP CAR BACK ON ROAD, but ooh

What a lesson (See photo pg. 8)

Jim McDaniel

Well I think the last that most of you heard about my engine-trials in the 1951 sheriff's cruiser was the good news that I drove it to a Club meeting. What a pretty, new, freshly-painted, smooth running engine I had under the hood. That was some time in the Summer or early Autumn, I think. It was my first outing with it, and it seemed to be doing very well. Felt real strong.

Well sometimes good news is fleeting, for before I got home that night it started smoking like one of the proverbial "mosquito foggers" I grew up with in Southwest Florida. And it certainly wasn't good news when the "fog" smelled like antifreeze.

I made it home and parked it. Conversations with several folks, each with their own thoughts and advise, led me to the conclusion that the head gasket had blown internally. The following facts helped with that conclusion: (1) The right head bolts were torqued properly to 70-75 foot-pounds. (2) The left head bolts were under-torqued to only 45-50 foot-pounds. (3) There was antifreeze in the oil. (4) The second cylinder back on the left side blew antrifreeze out the sparkplug hole when cranked over. Well SHUCKS!

I called Clint Bivens, down in North Carolina, who had rebuilt it, and he agreed that it sounded like it could be a head gasket. He also said he doubted that it was, but if I'd get the engine back down to him, he'd fix it or rebuild it at no charge regardless of what it was.

As luck would have it (good this time), I was already planning on driving down to the Florida peninsula in just a few weeks, and would be passing within ten miles of Clint's garage. So when the time came, I rented a U-Haul auto-hauler (full-sized trailer) and pulled the old '51 down to Clint's behind my Ford Explorer. The cop-car was right at the weight limit to be towed safely by the Explorer (with a Class III hitch), and it actually towed very well at 65 mph. The trailer brakes on the auto-hauler made for easy stops, as long as you planned ahead and didn't get caught by surprise. Got lots of looks on the way down.

An interesting aside, when I stopped for gas at a service station in Archdale, NC (a really small town), within 60 seconds of pulling to a stop at the pumps a local police car pulls up in front of my Explorer. Who should step out, but the local chief of police, Larry Allen. Larry told me that by the time I'd entered the city limits, he'd already gotten three phone calls (cellular) from friends of his telling him about my car, and that he had to take a look. He was on the way to "intercept me" when he saw me pulling in to get gas. Turns out he knows Clint

(I think everyone knows everyone else down there), so we talked flatheads for awhile before he allowed me to go about my business.

Eventually I dropped off the car, turned in the trailer, and continued on down to Florida. When I returned the following week, I got "the rest of the story" on the engine.

Now here's the part of this story I thought long and hard about telling and, in spite of some advice I received to just keep this to myself, I have decided to "tell it all" for two reasons. First, maybe some of you will remember this and save yourself the same grief and embarrassment by not doing it, and second, it would not be fair to Clint for me to leave the impression he had done the engine wrong.

While Clint admits it's possible that he under-torqued the head bolts on one head, he doesn't think he did. Of course, there was no way to check it at that point. However, he did show me something that there WAS a way to check, for he hadn't removed the second one after I installed it. Remember the old saying for thermostats, "spring toward the water?" Well I did too, and when I'd installed them I put the spring toward the water. Well, at least I put it toward the radiator!

DUH!! I just didn't think it through, and I installed it AGAINST the flow, not thinking the flow was toward the radiator at that point as the fluid was RETURNING to the radiator, not coming from it. Now I knew this (I really did), but I just dummied-up big time and didn't think it through. I cooked the engine!

So it was all my fault, not Clints. (This is hard to admit, guys.)

And the result? The head gasket didn't blow, the block cracked between the piston wall and the valve, and antifreeze was being sucked into the cylinder. Bummer! (Incidentally, another mistake to learn from is that, during engine installation, I apparently broke the left engine temperature sensor. It was shorting and would not provide a reading. The lesson learned? Don't drive--especially a new engine--without an operational temp gage.)

Anyway, to fast-forward through much detail, Clint gave me an option of repairing the engine at no charge or building me a new one from scratch and charging me for parts only. Hmmm, tough decision. After considering several external factors, I asked him to examine that one closely, and if he thought it'd hold to go ahead and fix it. He did, and he felt it resulted in a
(CONTINUED PAGE 4)

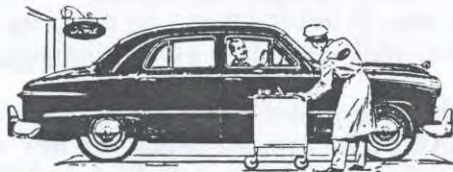
(COP CAR CONTIUNED)

good fix. I got it home, got the engine all installed and hooked up, and have driven it several time in recent weeks.

So all appears well now, with a good, smooth, strong engine and a temperature BELOW the mid-marker on the gage (that's a first--the old one always ran on the hot side). And almost as important as a good-running engine to me, my starting problem when the engine was warm has totally gone away. It starts easily and smoothly at all temperatures now. (Did I mention I also bought a new starter from Clint?)

The result of all this is that I lost about a year with the car; I learned a few things; I spent a LOT of money during the process; and I decided to swallow my pride and admit my mistakes to a bunch of guys who probably won't let me forget them.

I still love this hobby though. So much, in fact, that I decided to get something else I've always wanted. Last month I bought Lars Okeson's 1952 F-1 pickup. I'm having a new engine installed now and... oh shoot, let me save that till next time.



The Ford Dealer Dilemma of 1936

Editor

For the first time since 1930, Ford took the sales lead from Chevrolet in 1935. This was helped somewhat by the strike of GM workers late in the year. Plymouth was a strong third that year with the introduction of hydraulic brakes, the first in the low price field. Now in 1936, Chevy came in with hydraulics and the Ford dealer faced a dilemma --how would they fight the competition? The public believed that hydraulics were better, helped by the advertising campaigns of the cars so equipped.

Henry insisted on staying with mechanical brakes while all of his advisors, engineers and even his son Edsel were convinced that hydraulics were the future. The only cars remaining with mechanicals were large Packard's, all Pierce Arrows, only the V16 Cadillac and of course the Lincoln's. The Ford salesman called attention to this fact, but not in any Ford literature, because Henry never called comparison to competitive cars by name. Others cars were referred to by a,b,c, letter designation in ads.

Ford had to fight hard in their ads and literature to promote their system. The 1936 "Factograph" that the salesman used to show features to prospective customers, stated "There are no safer brakes made. The chassis design of the Ford V8 is unique. Because of the use of torque tube, radius rods and transverse springs, the Ford could have used any type of braking system now in common use. But with the whole field to chose from Ford believes that *mechanically operated, super safety* brakes are the safest, surest and most positive for the V8 car". Of 45 charts only two referred to brakes.

This was a bold statement with little evidence to back it up. The Ford dealer had a weak argument 1) Safer, because hydraulics can leak and there goes the whole system 2) Safer because mechanics act promptly (read this) while hydraulic fluid has to "flow" through long tubes 3) Mechanicals are easy to service (no bleeding). Perhaps their best sales pitch was the size of the brake drums - 12" Vs 11" for Chevy and 10" for Plymouth. Also, the emergency brake operates on all four wheels. Ford trucks used mechanicals and preformed with loads up to 12 tons.

Knowing that Ford literature and training material were weak training salesman with the pitch to customers the *Ford Dealer and Service Field* magazine, not connected with the Ford Motor Company (said the disclaimer under their masthead), wrote a three page feature article by the editor Murray Fahnestock "Mechanical vs. Hydraulic". In a bold box it stated: "Twenty five per cent of the sales you lose will be lost because the buyers mistakenly believe hydraulics are superior to Ford brakes. There is only way to stop this loss - through buyer enlightenment and education." To help with the salesman's problem, the article was reproduced in a booklet for distribution to prospective customers. Henry did not think to do this. Such was the dilemma for the Ford Salesman in 1936. In that year Chevrolet out sold Ford and continued to do so until after the war.

From personal experience with my '36, I have found that my properly adjusted mechanical brakes operated as good as hydraulics. I can lock all four wheels with no swerving. There are brake "floaters" installed that equalize brake shoe pressure that are non-stock.

The aftermarket was full of devices that assisted Ford mechanicals with hydraulics. These some were boosters cylinders that were inserted in each brake rod, others were attached, but basically they gave the pedal the "feel" of hydraulics. I have never seen one installed. A few samples on the next page from *FORD DEALER AND SERVICE FIELD*



PREMIER HYDRAULIC BRAKES FOR FORD CARS OFFER DEALERS GREAT OPPORTUNITY FOR EXTRA PROFITS

Keeps All Safety Features of Original Ford Brakes— Enables You to Cash in on the Popular Trend to Hydraulic Brakes with Tried, Tested and Fool-Proof Hydraulic System.

Combining the safety features of mechanical brakes with the finest hydraulic performance, Premier Hydraulic Brakes open up a tremendous and profitable market for Ford dealers among present and prospective Ford owners.

Preference for Hydraulic Brakes Increasing

No one can dodge the fact that there is a growing conviction among present owners and prospective buyers that hydraulic brakes give performance which is superior to that afforded by mechanical brakes. The principal argument advanced by proponents of mechanical brakes is that hydraulic brakes may possibly (not probably) fail completely through accidental loss of fluid. But even this argument does not apply to Premier Hydraulic Brakes. If loss of fluid occurs in Premier Hydraulic Brakes, the original mechanical braking system is brought into operation instantly and automatically! Only one system of hydraulic brakes used as original equipment has this safety advantage.

Premier Hydraulic Brakes give the smooth, quick, straight-line stops—the soft, easy pedal—the maintained equalization and freedom from frequent adjustment—which are responsible for the increasing public preference for hydraulic brakes. And they give the same safety protection given by the original Ford brakes.

A Premier Hydraulic Brake is a Good Deal for You!

With Premier Hydraulic Brakes you can actually give prospective buyers the option of mechanical or hydraulic brakes... You don't have to argue. With a Premier...

NOTE CLEAN-CUT SIMPLICITY OF ACTUAL PREMIER INSTALLATION ON FORD CAR

The efficiency and dependability of Premier Hydraulic Brakes have been proved by hundreds of thousands of miles of testing, under all conceivable conditions. The simplicity of an actual Premier installation on a Ford is shown by the photograph on the right. A sturdy, hydraulic unit is inserted in each brake rod. These four units are connected in series by flexible high-pressure hose, which in turn connects to a master supply tank on the dash under the hood.



U.S. PATENT 1,387,244 OTHER PATENTS PENDING.

tion you can end the dissatisfaction of present owners resulting from the annoyance of frequent brake adjustments. You can restore their good-will, and make sure they'll come back to you for their next car.

Not in many years has there been an accessory with the sales possibilities of Premier Hydraulic Brakes. At \$12.50,

plus installation, the dealer profit is exceedingly attractive. Compare it, if you will, with the profit you make on new car sales.

Start selling Premier Hydraulic Brakes now. Premier will cooperate with you in spreading the news among your customers. Write for complete details, and the name of the nearest distributor.

PREMIER PRODUCTS, Inc., 800 Green Street, Ann Arbor, Michigan

INCREASE YOUR SALES and YOUR PROFITS with



THE NEW, IMPROVED VICKER'S HYDRAULIC BRAKE EQUALIZERS



THE NEW, IMPROVED VICKER'S HYDRAULIC BRAKE EQUALIZERS can be installed as pictured above on any car or truck—OLD or NEW—without in any way altering the original braking mechanism.

Hydraulic Brake competition needn't worry you. Not when you can give them the finest of mechanical brakes plus completely Hydraulic equalization and a soft brake pedal.

THE NEW, IMPROVED VICKER'S HYDRAULIC BRAKE EQUALIZERS bring any car—or truck—to a FAST, SMOOTH, SURE, STRAIGHT-LINE STOP from any speed or wheel angle with hydraulic ease. YET RETAIN ALL THE SAFETY AND DEPENDABILITY OF MECHANICAL BRAKES. No after-installation service required.

Superior to built-in Hydraulic Brakes because, even should a hydraulic hose connection be torn from the car, the movement of the brake rods an additional quarter-inch automatically brings the brakes into full mechanical operation.

No threaded or screw joints to leak. Fluid is hermetically sealed in and cannot leak out; neither will it freeze or change its consistency in any temperature; no fluid need ever be added. No check valves to stick, leak or worry about.

CAN NOW BE USED WITH BRAKE BOOSTERS!

\$10.00 FOR CARS **\$14.50** FOR TRUCKS

LOGAN GEAR CO., TOLEDO, OHIO
SOLE MANUFACTURERS AND DISTRIBUTORS OF

LATHAN-BESLER

Announce An Engineered POWER BRAKE

Outfit for 1935 and 1936

FORD PASSENGER CARS

RETAIL LIST PRICE \$12.50 COMPLETE

OUTFIT INCLUDES

Power Chamber, Mounting Brackets, Foot Control Valve, necessary Tubing, Connections, etc. Packed complete in strong fiber carton with simple installation instructions. Retail price complete—\$12.50.

LATHAN-BESLER Since 1911

- Positive, instant control WITHOUT EFFORT OR STRAIN.
- Lights touch of toe on regular brake pedal produces any desired power.
- ENGINEERED for quick, easy action, long life, and absolute dependability.
- Simple, trouble-proof, EASILY INSTALLED without changing present brakes.
- Same features as LATHAN-BESLER power brakes used for years by nation's leading truck operators.

A QUALITY Outfit whose amazing performance will sell cars and brakes BOTH for you

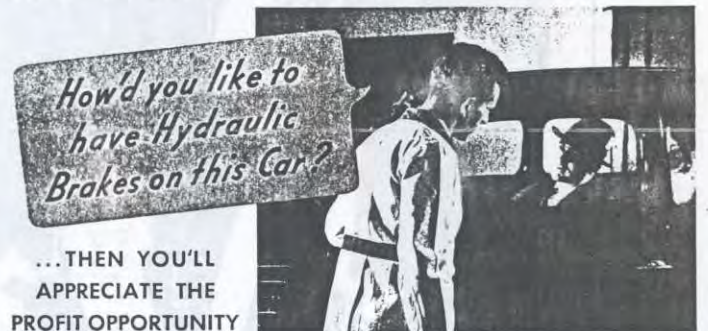
AS VIVID newspaper accounts of increasing traffic accidents send the shivers up and down Mr. and Mrs. Car Buyer, smart dealers put more and more emphasis on SAFETY equipment. The whole field is talking safety glass, safety bodies, safety lights, and safety what not. But the market is wide open for the dealer who will feature POWER BRAKE safety. Here is your opportunity. An ENGINEERED outfit with LATHAN-BESLER proved advantages, at \$12.50. A sure hit with women drivers, salesmen, travellers, and every one who drives much. Act NOW and get the jump on competition. Pile up power brake profits as you increase car sales. Mail the Coupon TODAY. Or, better still, order an outfit for one of your demonstrators, and SEE how many cars and brakes it sells.

LATHAN CO. Inc. — SAN FRANCISCO — DETROIT

LATHAN CO. Inc. — Park and Pine Sts., SAN FRANCISCO, CAL. GENTLEMEN—Without cost or obligation, please send me complete information on LATHAN-BESLER Engineered Power Brakes

for FORD Passenger Cars
for FORD Trucks and Trailers

ASK 10 FORD OWNERS THIS QUESTION:



... THEN YOU'LL APPRECIATE THE PROFIT OPPORTUNITY

in PREMIER HYDRAULIC BRAKES

By far the easiest way to get a true picture of your market for Premier Hydraulic Brakes is to actually ask ten Ford owners if they'd like to have hydraulic brakes. You'll have your own information and can act accordingly.

ical brake drum assembly is not changed. By following the clear, explicit installation instructions, the average mechanic can make the complete installation in two hours.

The Correct Hydraulic System for Mechanical Brake Cars

Premier Hydraulic Brakes are real hydraulics—designed for installation on Ford cars and trucks. They are soundly engineered. Premier Hydraulic Brakes give straight-line stops, easy pedal and permanent equalization. They are safer than most original equipment systems—loss of fluid does not mean loss of brakes.

Premier Hydraulic Brakes Give Correct Pressure Ratio

Premier Hydraulic Brakes give what good passenger car braking demands—60% braking power on the front wheels and 40% on the rear.

Write for Complete Details on the Premier Opportunity

The profit on Premier Hydraulic Brakes is exceedingly attractive and no Ford dealer should let any of it slip away through failure to act. If you will write us we will send you, immediately, complete information on the brakes and the dealer proposition. Don't put it off.

Installation No Problem; Old Brakes Not Changed
Installation of Premier Hydraulic Brakes is not difficult. The mechan-

PREMIER PRODUCTS, Inc., 800 Green Street, Ann Arbor, Michigan



Premier Installation on Ford Car

Due to design and construction, the simple, sturdy hydraulic unit required in Premier Hydraulic Brakes incorporates only those principles which years of service have proven to be completely dependable in actual long term use. There is no element of experiment in the Premier Hydraulic Unit. The photograph above shows the simplicity of an actual Premier installation on a Ford car. Proper equalization is given on all four wheels.

Ford Dealer & Service Field for February, 1935



Lt to Rt:
 Tom and Sarah Shaw arrive
 Bea and Hank Amster
 Windy Pieper, Patty Girman, Elsa Chase
 Steve Pieper with gift he soon exchanged!
 Charlie Morrison and Bev Lumpkin swap!
 Jeanette and Barry Hall



Hardestys & Piepers bear gifts
 Norma Blum
 Mike Gall
 Steve Dawkins & Tom Lumpkin
 Dave Blum
 Sumners, Dave Girman, Barbara Westrate

“THE BUSINESS MAN OF THE CENTURY” FORTUNE magazine names HENRY FORD

On November 1, 1999, FORTUNE magazine announced its choice – It came as no surprise for us V8’ers! The article stated “Henry Ford (1863-1947) didn’t invent the automobile, but he invented the automobile business”

HENRY FORD HERITAGE ASSO.

The purpose of the HFHA is to foster interest in the life and accomplishments of Henry Ford, and to preserve and interpret the landmarks associates with his life. For the \$10 dues you get a slick 37 page quarterly magazine full of interesting articles about Henry well worth reading. Send you dues to: HFHA, pob 2313, Dearborn, MI. 48123.

EARLY FORD V8 FOUNDATION

The *Foundation News*, edited by Jerry Windle of *V8 TIMES* fame, is another interesting publication. Your \$10 membership helps preserve Ford history – see the *V8 TIMES* for more info. Bill Selley and the Editor are life members.

DON LOMBARD SOLD EBOOKS!

Even though the Board of directors discontinued the sale of entertainment books as a fund raiser, Don Lombard continued to sell them on his own for the benefit of the club. He gave a check for \$161 to the treasurer! Thank you Don for your efforts.

DUES

IF YOU HAVE NOT PAID YOUR DUES, THIS WILL BE YOU LAST ISSUE. FORM IN LAST ISSUE OF VC, OR JUST MAIL A CHECK FOR \$15 to HANK AMSTER, 854 Foal Ct. Gainesville, Va. 20155

CORRECTION TO CALENDAR

The Winchester spring shindig for the AACA will be the weekend of May 20th. You must be a member to play.

JANUARY MEMBERSHIP MEETING

Show and tell night – bring something unusual or creative- this has been popular in the past. Also a Ford Video will be shown.

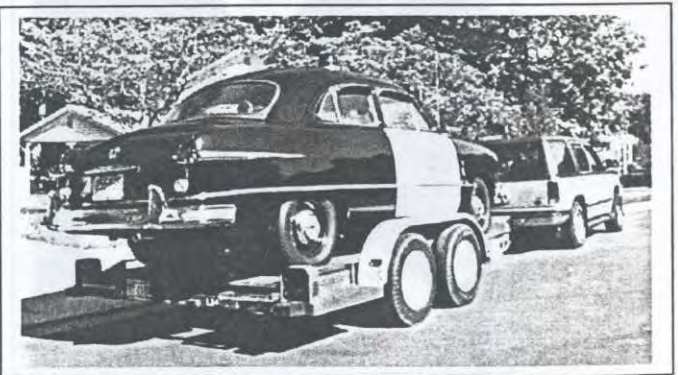
REFRESHMENTS: BILL SELLEY

EASTERN NATIONAL MEET

Don’t be left out staying at the headquarters hotel at the Meet. You can always cancel out later. Call Rochida at 704-979-5600 to reserve a room at the Hampton Inn.

1941 FORD UNDER-SEAT HEATER

Jerry Lunt sent me a copy of the instructions for the installation of part 11A-18467 under-seat heater for 1941 Ford and Mercury cars. His item is NOS! This is a really rare accessory. The instructions and drawings cover the hot air and hot water heater equipped cars. Hopefully Jerry will bring this to a meeting so we all can see. His ’41 was a museum car for 10 years and has a Columbia installed.



Jim McDaniels’ fabled police car takes a ride to NC. See story on page 3

MARK YOUR CALENDARS FOR THE FIRST TOUR OF
THE NEW CENTURY TO THE GARAGE AND SHOP OF
STEVE PIEPER
SATURDAY JAN 29, 9Am

Program:

- ✓ Discuss 1940 pickup and 1934 hot rod coupe
- under restoration
- ✓ Demonstrate use of fabrication machines
- ✓ Ford dash board collection
- ✓ Slides on building the world's fastest BMW



Members will meet a Holiday Inn at Fair Oaks Mall at 8:15 to car pool to Alexandria. Others may meet the group at the shop: *Motion Promotions*, 416 Hume Ave, Alexandria 836-3310 Additional parking is available one door up at *Great Escape Auto Repair*, 420 Hume.

This is one tour that you will not want to miss. Steve has an extensive automotive shop; clean, bright and organized where he has built several cars that he has raced around the world. He is a master welder and car designer. On the walls of his shop you will see his extensive Ford dash board display and pictures of his racing career. Editor

DIRECTIONS: Hume street is located off of RT 1, south of Crystal City and west of Potomac Yard. From 395 exit on S. Glebe Road to W. Glebe to right on Rt. 1. Hume is the first right, garage is #416, 30 yards on right.





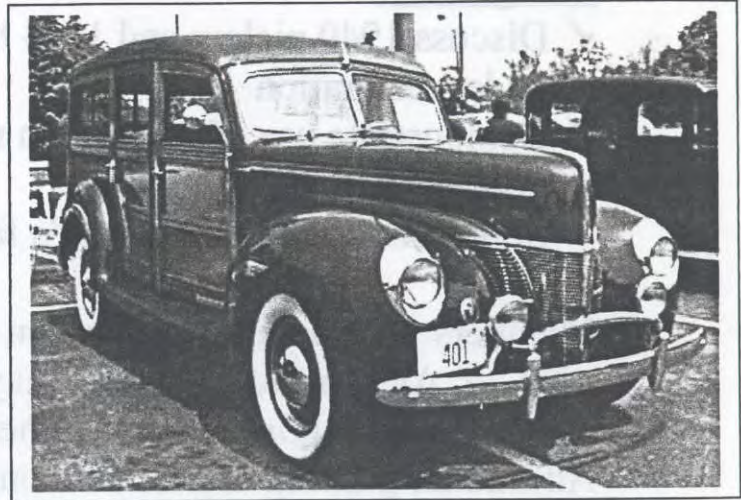
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Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month , in historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, Virginia. Check the newsletter for occasional alternates sites. **SEE YOU THERE**



FIRST CLASS MAIL

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