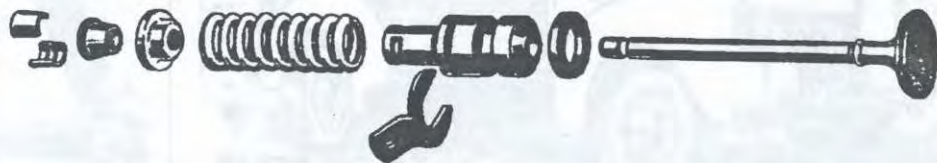




VALVE CLATTER

Northern Virginia Regional Group



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

Volume XXII, No. 2

~~February~~ ^{JUNE} 2000

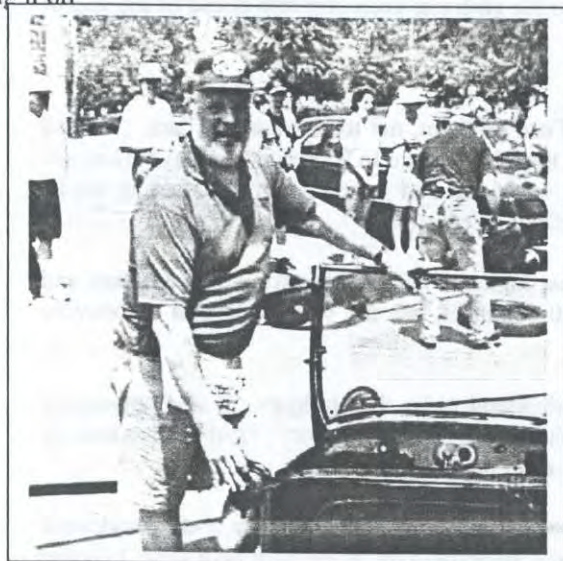
Cliff Green, Editor

NVRG HOSTS SUCCESSFUL CAR SHOW

John Girman

We had great weather, great cars and a good crowd at the City of Fairfax Antique Car Show. Once again we increased the number of cars, with 103 cars showing up this year and netted \$707 from car registrations. Admissions at the gate, which will be split with the City of Fairfax, produced \$1090, also an increase from last year.

We had a good band, which played old favorites, and the Lions Club provided a refreshment stand. An added attraction was the demonstration put on by the Nations Capital Model T Ford Club. It was a real crowd-pleaser as the team put together a completely disassembled Model T in 10 minutes and 10 seconds before driving it off



John Girman is a Model T man too!

NVRG members' cars were well represented and two of our members came home with trophies. **Cliff Green** was awarded the Mayor's Choice for his '36 Ford Phaeton and **Tom Lumpkin** was awarded the Most Original for his '38 Ford Sedan for the second year. Daniel Jobe won the Best of Show for his '47

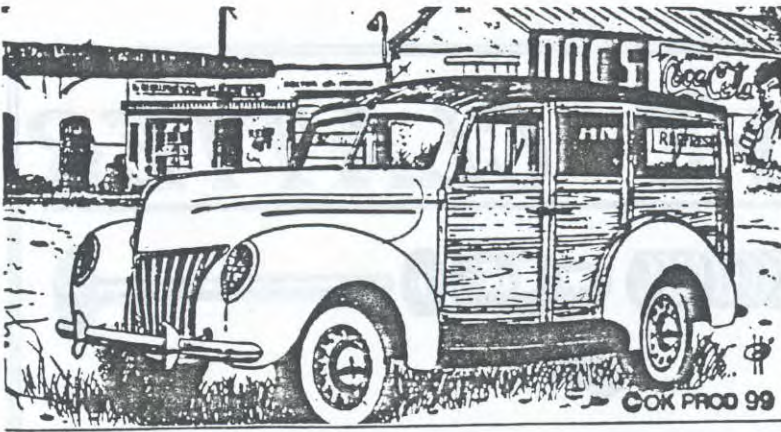
Oldsmobile Woodie. Vern Parker, Automotive Editor for the Washington Times, served as a judge.

Many club members contributed to the success of the show. Of particular note were the efforts of **Dave Westrate**, who met several times with City of Fairfax organizers, negotiated free trophies from Camper's Trophy in Fairfax City, helped redesign the brochures, posters and dash plaques and generally kept things organized. **Don Lombard** handled the registration with seeming ease and **Hank and Cindy Dubois** mailed out notices to 25 local car clubs. **Hank Amster** honchoed the parking crew on the day of the show. A special effort was made this year to increase advertising and we were successful in getting spots in the Washington Post, the Washington Times, and local papers as well as posters in local store windows. Club members too numerous to mention assisted with parking and registration on the day of the show. It was a good club effort - the success of the show reflected it.

Special thanks are due to the City of Fairfax for funding the mailing, printing brochures and posters, the dash plaques, the band, and supplying the parking lot and snow fence. Rick Dickson also deserves thanks for his support as liaison with the City of Fairfax, for personally supporting advertisements and sponsoring the Model T demonstration.

It was a really fun day, enjoyed by all who attended.





UP FRONT With the President

JUNE 2000

I hope you all had as much fun as I did at the car show this year. We ended up with 103 cars registered, which is outstanding! Twenty of them were the cops, so we had plenty of protection. I thought that the large number of cars that registered on the day of the show reflected the community feeling of the event and that people felt they could respond to the advertising and participate with their vehicles. We also had a nice cross section of stuff out there.

Please take the time to thank **John Girman** and **Don Lombard**, who worked very hard in the weeks ahead of the show to get this all together. John also arranged the Model T take apart car program, which was great fun for all. **John** and **Patty Girman**, **Steve** and **Wendy Piper**, **Don Lombard**, **Bill Selley** and several others worked hard at the registration gate in the hot sun. They all did a great job keeping the line moving. **Eric Sumner** and **Hank Amster** also pounded the pavement to ensure the cars all got parked without wrecking. First Lady, **Barbara Westrate**, also spent many hours preparing letters and other correspondence in preparation for the show.

I must also mention **Rick Dixon**, of the Downtown Fairfax Business Coalition, who attended many meetings, provided financial support and valuable liaison with the city and business community. You should also know that the City of Fairfax supports this event with several thousands of dollars in cash and many hours of city employee time for police and fire support, fencing, banners, etc. I believe we will make a few bucks so the club can keep one step ahead of the sheriff again this year

Nice Day, Nice Show, Nice Job All

We all have a lot of hats, shirts and all manner of other things that say Ford on them, not to mention the cars. We had reason during the Flathead V8 years to be proud of the Ford name, but is that still a name to be proud of today? Here are some things to consider: Ford is the second largest automaker in the world, second only to GM and first in trucks worldwide. I guess I should have done this research before I bought my Dodge Dakota!

We all know that Lincolns and Mercurys are Fords, but did you know that Jaguars, Volvos, Mazdas, Aston Martins, and BMW's Land Rovers are Fords also? Go Figure! Ford operates in 40 countries, has the world's largest automotive financing company (Ford Credit) and also owns Hertz.

Ford recently announced that it will pay a massive \$10 billion special dividend to its shareholders. It also announced that it will give each of its 400,000 employees a free computer and printer for their home use. Ford is also heavily invested in fuel cell technology and promises a SUV that will deliver 40 miles per gallon.

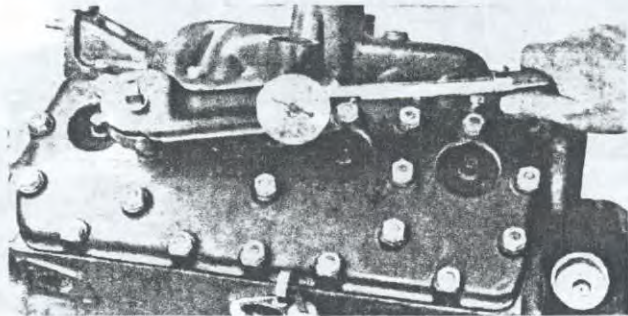
I think Henry would be as proud of today's innovations as he was of his own, such as the assembly line, 5-day workweek and many others. It seems we all can be as well. As they showed us on the assembly line, if we each do a little, together we can accomplish a lot!

Dave

A PROCEDURE THAT FORD FORGOT!

Editor

After receiving a call from a member inquiring about the torque value and sequence of tightening the head bolts, I came to realize that there is no Ford literature that depicts this vital information. Form 3666-47G, *Repair Manual, Ford, Mercury & Truck V8 Engines, 1937 to 1947* (the little green booklet), page 54, instructs on paragraph m. - Install Cylinder Heads - basically, place a gasket on a clean surface and "Install and tighten the cylinder head nuts to from 50 to 60 foot-pounds". No mention of pattern!



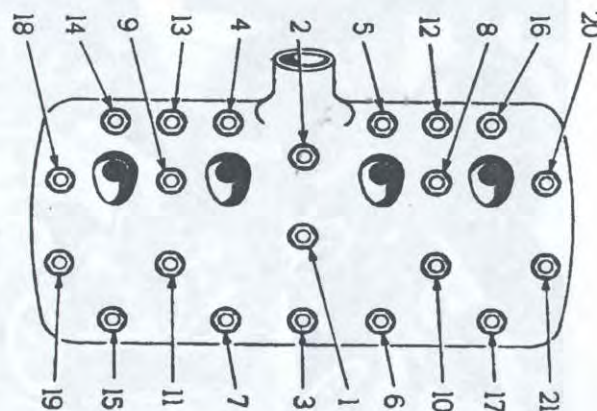
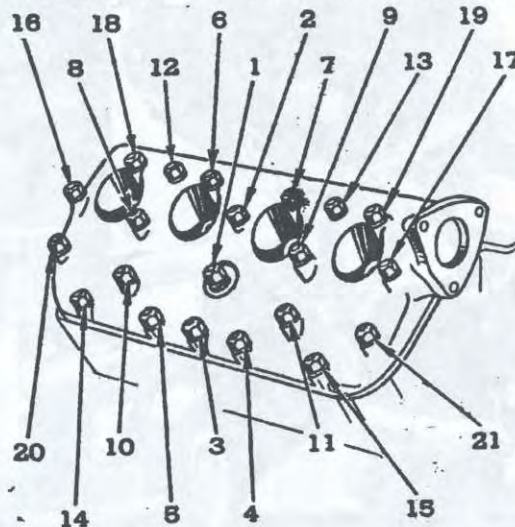
In the *Service Bulletins*, April 15, 1938 Subject 6050-E, "Tighten Head Nuts" it gives torque values - All Aluminum Heads - 40 ft. pounds, 60 HP - 30 Ft. pounds and cast - 50, but again no sequence. It states to tighten aluminum warm! The *Lincoln Service Bulletin* of March-April, 1937 states "Cylinder head nuts should be checked for tightness when the engine is cold, which is contrary to the usual procedure when checking nuts on cast iron head engines. The difference in expansion of aluminum, as compared to cast iron and the relation of this expansion with the cylinder head studs explain the reason for this. Aluminum cylinder heads expand considerably more than cast iron heard when subjected to similar degrees of heat. However, the expansion of the head studs in either case remains the same. When the aluminum head is cold, the relationship between the expansion of the head and the stud is better for the tightening operation than when hot. By excessively tightening cylinder head nuts, it is possible to distort the cylinder block valve seats, thereby resulting in improperly seated and noisy valves." What gives here?

Now, the *Service Requirements 1941 Ford V8*, form 7442, is a book of illustrations of the filmstrips shown to new replacement mechanics because most of the experienced men were going to war. These service department personnel were new so one would think that if the sequence of head bolt tightening were important it would be shown here. Under: Adjust cylinder Head Nuts - "Now shut off the engine and adjust the cylinder head nuts with a torque indicating wrench. Correct adjustment is fifty foot pounds for cast iron cylinder heads" the record accompanying the film would intone.

The *MOTOR'S AUTO REPAIR MANUAL* specifically states: As no particular tightening sequence is recommended by the manufacturer, the nuts should be tightened from the center outward" and goes on to say

that "to prevent gasket failure, cylinder distortion, excessive oil consumption, loss of compression and poor performance, cylinder head nuts should be tightened gradually and evenly." None of these awful results seemed important to Henry, because no where is it mentioned in any of Ford's literature. The final tightening is after the engine has run to operating temperature and *MOTOR'S* mentions aluminum heads to be checked after engine has cooled.

The only guide that I have found is from the *Mechanics' Repair Manual for Ford V8* produced by NAPA. This neat illustrated book was published in 1936 and 1940 and for later years also. Here is the illustration from those books:



NAPA also gives the reasons why we should do this, similar to what *MOTOR'S* renumerates, and adds "If the same order of tightening is followed each time the nuts are tightened, danger of wrinkling the gasket or distorting the head will be avoided". Again, Henry was apparently not worried about this.

So, Ford did not deem it to be important to inform his mechanics of any pattern or procedure for fastening down the flat head while *MOTOR'S* and *NAPA* did - strange.



PETERSEN AUTO MUSEUM

The Petersen Auto Museum in downtown Los Angeles is a worthwhile stop for anyone who visits the City of Angels and is interested in automotive history. The museum building is situated on famous Wilshire Boulevard, not far from Hollywood. There are three floors of displays covering the evolution of the automobiles in southern California. Besides the fantastic display of automobiles, there are multi-media presentations involving film, automotive paintings, interactive displays and full size reproductions of period garages as showrooms. The full size figures employed in these displays are as lifelike as any found in wax museums. Cars previously owned by movie stars such as Marlene Dietrich and Rudolph Valentino are on display, as well as milestone Bonneville racecars, one-off prototype cars, and some of California's most famous custom hot rods. The "Flexible" Model T used in many Laurel and Hardy films is there, with the famous duo at the helm. Additionally, the museum has a secret vault that houses over 100 significant automobiles from their permanent collection and they always have a dozen or so of these treasures on display at any one time.

One floor is used to display theme cars. I just missed seeing a display of classic woodies, but I did get to see a whole floor of lowriders which are so big in Southern California. These cars are rolling testament to both hydraulic ingenuity and ethnic Hispanic airbrush work. The exhibits flow easily from Model T's to futuristic design and back to art deco styling. There is something for the whole family, with children invited to sit in a formula I race car and lots of hand-on displays. The Petersen Museum is currently on less than solid financial footing since there was apparently no provision established for permanent maintenance of the collection. It is a part of a larger LA area museum partnership and as such has to vie for funding with other museums. Petersen, who founded *Hot Rod Magazine* and many other auto-related periodicals has offered to give another infusion of bucks to keep the museum afloat, but a better solution obviously has to be found for this wonderful exhibit. So far the museum remains well run and organized. The gift shop has about everything a car nut probably would want but not necessarily afford.

The museum is open Tues.-Sun. from 10-6 and also Fri. from 6-9. Admission is \$7 plus \$4 for covered parking. Call (213)930-CARS.

-Jason Javaras



VINTAGE WINE AND VINTAGE CARS

...was the theme for the NVRG fundraiser picnic and static display at the Willowcroft Farm Vineyard in Leesburg, VA. On Sat. May 6th. The vineyard is a small, family owned venture with a picturesque view of the valley, and very near Myrtie Lebkicker's home.

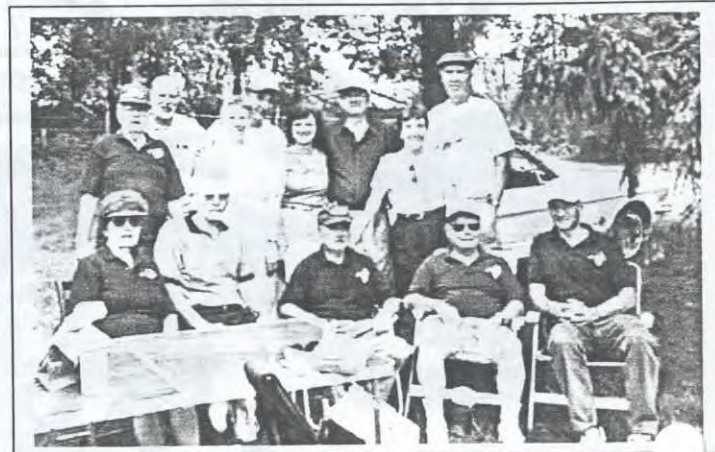
For the sixth year, Amy and Lou Parker have invited us to display our cars as part of a promotional event for the vineyard. In return, they provide us with picnic facilities, a tour of the wine making operation, wine tasting, a generous donation to the club and a free bottle of their (truly) award winning wine for each V8 in attendance.



It was a relaxing time to visit with each other as well as to answer questions from the many people who had been drawn to the event to view our cars. To complete the "vintage auto" theme, a Middleburg charity used the venue to draw the winning entry for a 1934 Mercedes Replicar which they had raffled. No member of our club won, but several bought chances.

The weather was perfect and although a "strong possibility of showers" was predicted, we counted no more than 17 drops of rain throughout the day. NVRG members in attendance were: **Hank Amster, Ken and Helen Burns, Cliff Green Myrtie Lebkicker, Don Lombard, Ton Shaw, Bill and Sylvia Tindall, Bill and Louise Vincent, Bob and Jane Wild.** We were even joined by a beautiful 1916 Cadillac roadster from WV.

All in all, a very pleasant and relaxing day with good company and good weather - Hope more of you can make it next year. - Don Lombard



THE 99 CENTS SOLUTION – Patrick O'Neil

I drove up to a stop light in my old 1937 Ford pickup named Mildred a few weeks ago, and pushed in on the clutch pedal. As I let out on the pedal, the engine revved (sp?) but the truck didn't move and there was a brief clanking noise. I pushed in on the clutch pedal again and released it, and the truck moved along okay. I turned to head home, only to have the same thing repeat twice before getting to the house.

I took off the view shield on the bottom of the transmission. Inside the cover, I found a 1 inch long, 5/16 inch, fine thread bolt with a thin hex head and a 1/4 long shoulder on it setting on the lip below the flywheel. Since the engine was revving when I applied the clutch, and I saw this bolt in the clutch/flywheel area, I assumed it was the clutch, as I remembered bolts similar to that when we built the restored the truck. Over two nights, my father-in-law pulled the clutch. Wasn't too bad, but when all was apart, no problem. No missing bolt, no bad clutch, no marks on anything to indicate that the bolt I found slightly chewed up had been flinging around inside causing problems and slippage. Called **Ken Burns**, who told me what the bolt looked like before I described it to him, and he told me it was the bolt holding the spring on the starter bendix. Sounded good, so I went home and noticed, he was right. The bolt on the starter bendix spring was just like the one I found, but it was still on the starter! Then I remembered my father said the spring came off a few years back and he replaced it, and I bet the bolt was from that, and he never took it out, couldn't find it.

I reinstalled the clutch assembly and smug in knowing all was fixed, my wife and I pulled out Saturday heading for the winery to show off the new white walls I bought from **Cliff Green**. Started out fine, two blocks later, started to hear a loud squeak, like something was in a bind from the rear end driver's side. Clutch felt a little slippage, but it went. So, I went a little further, squeak sounded like when a dry lug nut is coming off every time we started from stop, then the clutch slipped. The further we went, the less and less contact I was getting with the clutch to the engine, or so I thought.

We pulled over, and my wife said the driver's rear tire looked wobbly, but I shrugged it off (remember this later). I jacked up the rear end, both wheels off the ground, and Diane put it in gear as I watched. Both rear wheels turned. Back down on the ground, and started to drive, still squeaked, still slipped. But I never smelled the clutch slipping (key point!). So, with a friend behind, we drive back to her folks house, each time I stop and start, squeak in less and less a noise, but I have very little power, to the point that I was coasting, clutch engaged, in gear with the break on, and the engine running fine; very odd!

So, took off the top view port on the transmission and everything looked fine. Took off the drivers rear hubcap and noticed the cotter pin was sheared. Then notice that neither rear wheel was turning when I turned the other. I was very confused. I needed to see if the clutch was working, then I thought, hey, take off the speedometer housing and I could see if the drive shaft turned, and I did, and it was turning. Took the driver's rear hub off, the spindle was smooth, a little wore, noticed the brake pad wore a little on the side. Tightened the castle nut on tight, but still no friction on the axle to turn the wheel. Towed it home, perplexed like crazy. Called Mr. **Hank Amster** up on the phone who told me almost immediately that I had sheared off the key stock on the axle. He saved the day. Went to Fairfax Hardware, bought some 1/4 square keystick, went home, pounded out the sheared halves of the keystick off the axle and out of the hub, put the new piece in, replaced the other side, and off I went and haven't looked back. The other side was slightly wore, as the axle and hub slam back and forth, a line will form as the channels press against the forces and that line is an indication that something is slightly loose. And that, my friends, was the 99 cents solution!

MYSTERY MEMBER FOR JUNE



Who is this dashing young man beside what year Ford? Find the answer on page 8! Hint: picture was taken in 1943.

FRIENDS

A number of weeks ago, we learned that member **Bob Stewart** was recovering from a stroke which has been a slow, frustrating process for him. We all signed and sent him a card, and he has returned a thank you card with the enclosed note. I must share this note with each of you, as I know that you will appreciate it as much as I did when I opened it. We will each have obstacles to overcome in our lives, and let's hope that Bob continues to improve as he works to overcome this one.

10 May 00

Dave,

This is a long time coming, but the thought has been there all the while. Your warm and welcome "Best Wishes" card posted 9 Feb came thru and I appreciated the thoughts that prompted the sending more than anything. I NEEDED THAT. The card is here on the wall above my table desk, a treasure never to be thrown away. Please pass on my expression of gratefulness along to everyone. I still have to use one finger to bang this out on my ole 50 year old IBM electric. My recovery is slow but am making progress.

Thanks Much. Bob Stew

MYSTERY MEMBER IDENTIFIED

Pictured beside his father's 1937, 60 HP Ford is **Tom Lumpkin** upon receiving his drivers license at the age of 15. Being a resident of the District where then legal age was 16, he went to Virginia and used his Uncles' address to gain a year behind the wheel. Tom says the 60 HP gave 27 mpg, important during the war where one was allowed only three gallons per week. He had friends who worked a gas station and after the station was closed, you would drain the fuel trapped in the loop of the 8 foot hoses to save a quart! He said the Ford performed beautifully having driven back and forth to Richmond several times. He installed spyder hubcaps and a radio and drove the car for two years, sharing it with his father.

BOARD DOINGS

The club received \$20 for four new members signed up in 1999. We now have 80 members!

Middleburg Garden tour was rained out - next year!

The Board voted to recommend to our Director that the composition of the National Board be changed so that there

would be four at large National Directors replacing the four of the seven in California.

Following is a report of National Board doings from our Southeastern Director **Waymond Brownlee**:

- ✓ Look at the National roster to see if there are any mistakes. Give corrections to Linda McDonald, National Secretary
- ✓ Looking for a webmaster
- ✓ Book status - '32' about 6 months; '37 two chapters done, '38-39 photos being purchased; '41-'48 won't take long.
- ✓ Youth Restoration Program - find people
- ✓ Director Reapportionment - NVRG voted yes
- ✓ Membership - 9,664 New RG Gold County approved.

FOR SALE/WANT

1973 F100 Ford pickup. 351 Cleveland, PB, PS, Radio, dual tanks, auto, near new rubber. Heavy duty hitch, heavy duty radiator. 68, 170 miles. Set up for towing. \$3200
S.L. Ross 703-3603310

Wanted - Radiator to grill shell brackets 32-33 or anything that might work. Ed Mascali 703-280-7043

MAY/JUNE V8 TIMES

The NVRG was all over the latest issue of the *V8 TIMES*: **Hank Amster** and his "Amstermobile", **Editor** in Letters to the Editor, **Alan Whelihan** on Batteries, **Dave Westrate** on Finger Joints (have to get on Jerry Windle for not crediting the VC!) and **Tom Shaw** on the RG news! If you write for me, the *TIMES* editor will read it. Lets keep up the exposure!

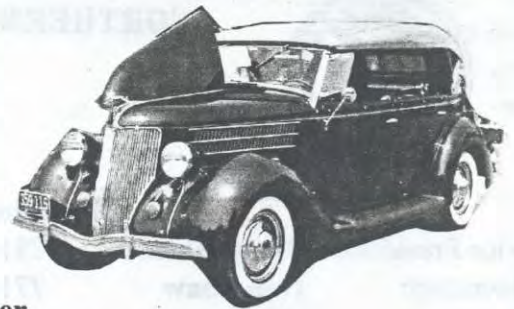
NVRG TOUR JUNE 24TH

VISIT TO THE AVIATION HANGER AND AIR FIELD OF **KEN HYDE**, WARRENTON, VA.
HE WILL CONDUCT A TOUR OF HIS RESTORATION FACILITIES WHICH WILL INCLUDE THE ON GOING PROJECT OF A WRIGHT BROTHERS A/C. HIS HANGER ALSO INCLUDES A CURTISS JENNY AND AERONCA C3. **KEN HYDE** HAS BEEN FEATURED REGULARLY WITH THE NATIONAL GEOGRAPHIC AND THE SMITHSONIAN.

CARAVAN WILL DEPART FAIR OAKS HOLIDAY INN AT 9AM. RESERVATIONS FOR LUNCH HAVE BEEN MADE AT THE TOWN & COUNTRY IN NEW BALTIMORE
CALL VON HARDESTY 703-276-7579 FOR INFO



V8 CALENDAR NVRG



June

- 2-4 Carlisle All-Ford Nationals
- 7-10 **Carolina 2000 Eastern National V8 Meet,**
Lowe's Motor Speedway, Concord, NC, NVRG
Caravan
- 13 **NVRG Monthly Meeting,** Program:
Slides of E. Nat'l Meet, Refreshments: **Jim**
Roebuck
- 18 Sully
- 24 **NVRG TOUR** – Virginia Antique Aviation,
Hyde Field, Warrenton, Va.
- 27 **NVRG Board Meeting**

July

- 9 National Capitol Region V8 Show,
Brookville, MD
- 11 **NVRG Annual Picnic,** Nottoway Park
- 15 **NVRG TOUR** – Antique glider field, picnic,
Lovettsville, Va
- 25 **NVRG Board Meeting**
- 28_30 Summer Carlisle

August

- 8 **NVRG Monthly Meeting,** Program: TBA,
Refreshments: **John Girman**
- 29 **NVRG Board Meeting**
- TBA **NVRG Tour** – Army tank restoration shop

September

- 10 Sugarloaf Region AACA Activities Meet, Mt.
Airy, MD
- 12 **NVRG Monthly Meeting,** Program: TBA,
Refreshments: **Bill Simons**
- 16-17 **Lebkicker Memorial overnight tour**
- 26 **NVRG Board Meeting**
- 28-Oct 1 Fall Carlisle

October

- 5-7 Hershey
- 10 **NVRG Monthly Meeting,** Program: TBA,
Refreshments: **Steve Pieper**
- 31 **NVRG Board Meeting**
- TBA **NVRG Tour** – CIA Museum

November


- 14 **NVRG Monthly Meeting,** Program: Hershey
review, Refreshments: **Cliff Green**
- 28 **NVRG Board Meeting**
- TBA **NVRG Tourb**

December

- 2 **NVRG Christmas Party**



See slides of the
Eastern National Meet
at the June membership meeting
Nottoway Park
Tuesday, June 13th, 7:30





BOARD OF DIRECTORS

NORTHERN VIRGINIA REGIONAL GROUP



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

| | | | |
|---|-----------|----------------------------------|----------|
| Vice President: David Blum | 281-1654 | Programs: Hank Dubois | 476-6919 |
| Secretary: Tom Shaw | 771-9374 | Property: David Blum | 281-1654 |
| Treasurer: Hank Amster | 753-9575 | Activities: John Girman | 242-1459 |
| Membership: Bill Simons | 536-3648 | Refreshments: Bill Selley | 679-9462 |
| Tours: Von Hardesty/Steve Pieper | 276- 7579 | Newsletter: Cliff Green | 426-2662 |

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

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