



VALVE CLATTER

Northern Virginia Regional Group



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

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September 2000

Cliff Green, Editor

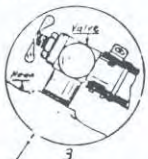
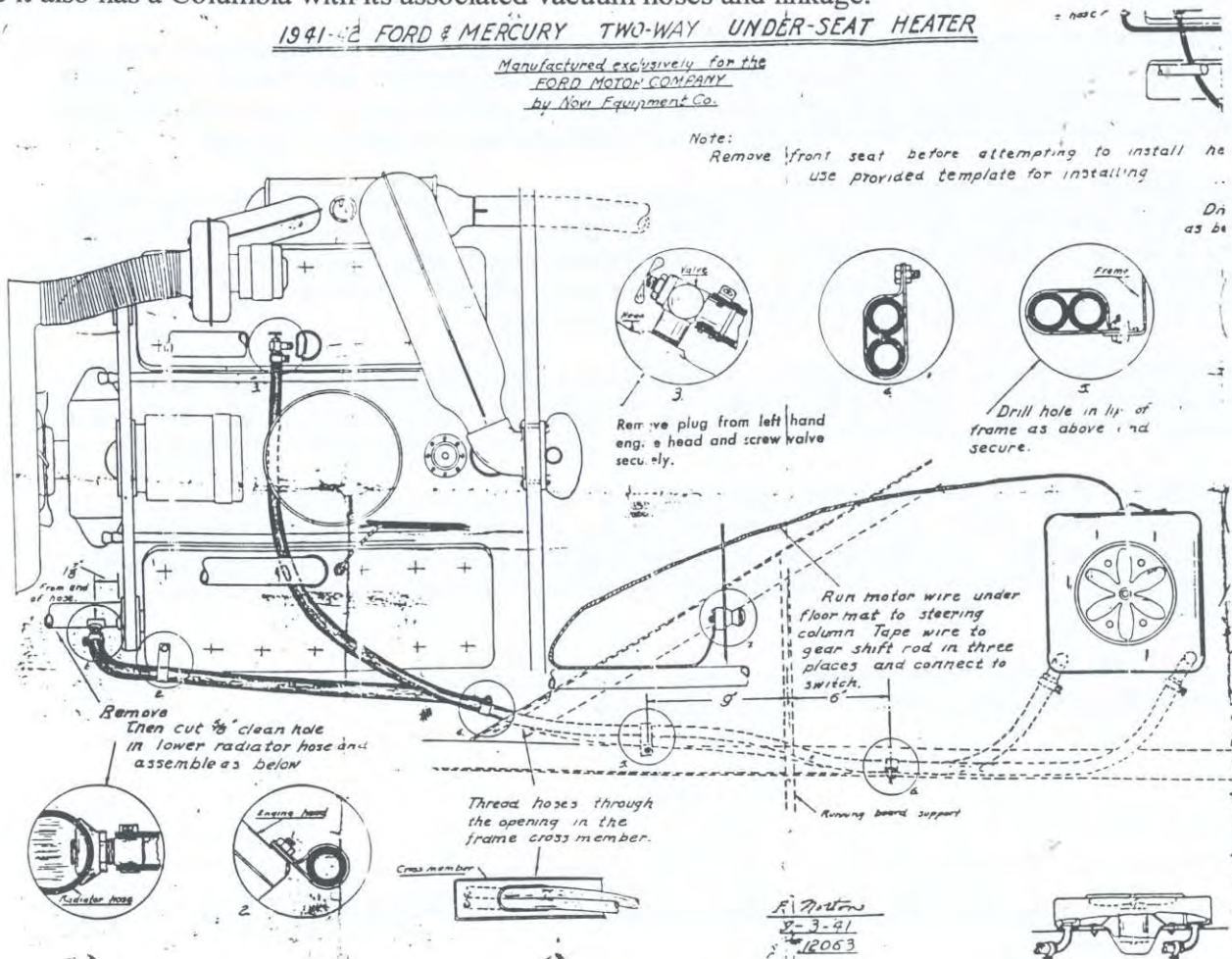
RARE ACCESSORY INSTALLED IN MEMBERS '41

Jerry Lunt of Winchester, has installed a NOS under seat heater, 11A-18467, in his fully equipped 1941 Ford sedan. This unusual accessory was manufactured by two different suppliers for Ford Motor Company. Novi Equipment Co. made the one using the instruction sheet below. Note that this version utilizes a hot air heater for the front seat passengers and the hot water under seat for the rear. Another version uses hot water for both - going to the rear core first, than to the front heater core. In this arrangement I would think that there would not be much water temperature remaining for the front, after passing through all the hoses exposed on the bottom of the car! The arrangement that Jerry has would be more efficient. Under the hood of his car is busy since it also has a Columbia with its associated vacuum hoses and linkage.

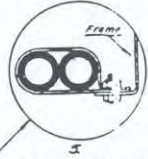
1941-42 FORD & MERCURY TWO-WAY UNDER-SEAT HEATER

Manufactured exclusively for the
FORD MOTOR COMPANY
by Novi Equipment Co.

Note:
Remove front seat before attempting to install heater
Use provided template for installing



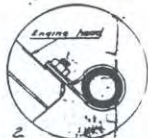
Remove plug from left hand eng. e head and screw valve securely.



Drill hole in lip of frame as above and secure.



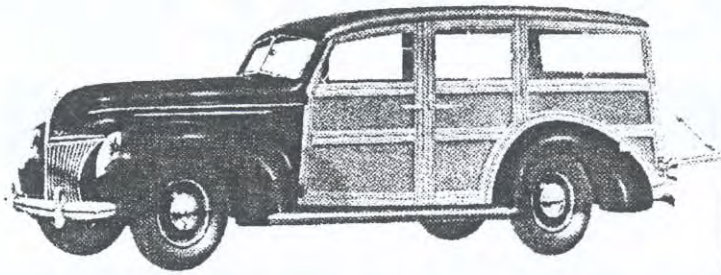
Remove Then cut to clean hole in lower radiator hose and assemble as below



Thread hoses through the opening in the frame cross member.

Run motor wire under floor mat to steering column. Tape wire to gear shift rod in three places and connect to switch.

R. J. Lunt
8-3-41
12063



UP FRONT With the President



Redskins and a whiff of chocolate – what a life! Fall is here, and I hope all of you are able to enjoy the events of the season. Hershey is supposed to be under construction, so we don't know what to expect except a lot of rusty parts and a lot of shiny paint. Let's hope we see a lot of sun as well.

This past month, Barbara and I, our daughter Nancy, son-in-law Eric and grandson Eli Sumner had a wonderful experience with Club Members Bob and Joan Stewart which I would like to share with you. Bob ("Stew") and his lovely wife bought a brand new 1946 Ford Super Deluxe in early 1947. They had the car for 54 years! I know of only one other car in the club that has been in the same family since new and that is Charlie & Dorothy Morrison's '35 coupe.

It must be a very special feeling to be attached to the same machine for so long. The Stewarts kept the '46 with them throughout their military career, and even took it to Okinawa and Japan. They had made the difficult decision to part company with the car and were looking for a new home for it. The Sumners stepped up and have given the beloved '46 a home to keep it in our Club Family. The Sumners are proud to have the car that meant so much to the Stewarts, and the Stewarts know that it will be well looked after, which has been their main concern.

The day of the transfer we were so impressed with how gracious Bob and Joan were on what had to be an extremely difficult day for them. We took a lot of pictures and some video. Bob and I went to the local garage to get a correct size towing ball installed, as we decided to tow the car to its new home because it needs some mechanical work.

I will admit to a serious tear in my eye as we prepared to pull out and Bob put his hand on the rear fender and said quietly, "Good-bye old friend." I guess we all know a little bit how they must feel. Their relationship with this car was certainly special. Vern Parker did a nice write-up on the car in the Washington Times three weeks ago, and Eric hopes to do a video session with the Stewarts to get more details so that the history of this '46 can be preserved in the original owners own words.

Well, this is what a club is for and we wish the Stewarts all the best and promise that we will be in touch with them. Remember, if we each do a little, together we can accomplish a lot.

David



Photos by Bill O'Brien/The Washington Times

Bill and Louise Vincent have driven their reliable 1951 Ford about 3,000 miles since they bought it in 1995.

Ford was enjoying tremendous sales success a half century ago with its first redesigned cars of the post-World War II era.

Like every other American automobile manufacturer Ford's immediate postwar offerings were simply warmed-over prewar models.

With young Henry Ford II at the helm of the company in the autumn of 1948, the all new slab-sided 1949 Ford was introduced with the distinctive wind splits on the rear fenders leading into the horizontal tail-lights

The 1950 and 1951 Fords were more refined and improved versions of the 1949 models. Years later those three model years became known as shoe box Fords. They may appear boxy now, but compared to the competition then the shoe box Fords were quite streamlined.

Ford Motor Co. in 1951 employed the slogan: "You can pay more, but you can't buy better."

Bill Vincent subscribes to that theory regarding 1951 Fords. It just took him 44 years to act upon it.

In June 1995, he became the third owner of a 1951 Ford Custom four-door sedan, one of 232,691 manufactured.

Mr. Vincent found the black sedan for sale in Nokesville, Va., with only 55,000 miles recorded on the odometer.

"All it needed was tuning up," Mr. Vincent said. Thereafter, the 100-horsepower, 239-cubic-inch, flat-head V-8 ran like it was supposed to. The power produced by the trustworthy engine appears perfectly matched to the 3,102-pound weight of the car.

Mr. Vincent's Ford carried a base price of \$1,553 when new. After adding the cost of a Magic Air Filter, a five-button AM radio and a spotlight the price must have been dangerously close to \$2,000.

Ford departed for the first time in 1951 from a symmetrical dashboard. All of the instruments and controls were, visually at least, clustered for the driver's convenience. The only thing left in the passenger's control is the glove compartment.

A nice effort at originality was made regarding the speedometer. The end of the needle didn't point to the speed. Instead, the speedometer needle ended with a ring at the end of the needle, which moved to encircle the speed you were traveling. Not exactly the most accurate measurement of speed but it worked.

Other design innovations were appreciated more, such as the trunk lid hinges being concealed. At the same time a strip of chrome was wrapped below the rear window.

More chrome and brightwork was applied to the Ford on the rear fender wind splits. On the 1951 Ford they were covered with chrome and the side molding along each side didn't end at the rear fender. Rather, it continued around the rear below the lip of the trunk, connected the two sides.

OUT OF THE PAST / Vern Parker

At the other end of the car the stylists made customizers of 1949 and 1950 Fords happy with the flat, straight-across engine hood lip above the grille.

Soon after he brought the car home, Mr. Vincent was lying on the car's front floor working under the dashboard, while his wife, Louise, was delivering and retrieving whatever tools he needed.

Unfortunately, neither of them thought to make certain that the Ford was in gear or that the hand brake was set or a wheel chock was in place behind any of the wheels on the 114-inch wheelbase Ford.

The car, with Mr. Vincent on the front floorboards, rolled out of the garage backward. Before it came to a stop, a tree had buckled the left front door.

Amazingly, Mr. Vincent was able to locate another unblemished door in North Carolina.

In 1996 the Vincents traveled to Dearborn, Mich., in their 1951 Ford to attend a gathering of old Fords. On the way home, they drove for hours in the rain with their vacuum windshield wipers barely working.

They finally stopped a couple of hours from home and repaired the faulty wiper motor.

"That's when the rain quit," Mr. Vincent said.

After three years of ownership, Mr. Vincent reports the odometer is just now approaching 58,000 miles.

"I'd take it out anywhere," Mr. Vincent said proudly of his shoe box Ford.



Bill Vincent enjoys the asymmetrical dashboard on his 1951 Ford.



Overheard Down at the Shop....

H and H -- Your '49 Ford has it....so does the '49 Mercury and Lincoln; so does the '50, '51, and '53 Ford, Lincoln and Mercury car. The 1948 and earlier Fords and Mercurys did not have H and H. Lincoln had H.

Hypoid and **Hotchkiss**. That is the style of driveline for 1949 Ford produced cars. The newly changed power train included an open drive shaft, a lower-than-center drive pinion at the differential and two longitudinal leaf springs. Years 1932 to 1948 cars featured a torque tube drive line, straight mounted drive pinion and transverse (crosswise) rear spring. What a difference! But wait; what about 1938 to 1948 Lincolns? They *did* have Hypoid designed differential gears, but no Hotchkiss feature.

Hypoid refers to the off-center position of the pinion gear: it is below the center line of the ring gear. So is the drive shaft. The advantage is the pinion has maximum tooth contact with the ring gear in a pitched curve, spiral bevel fashion. The result is stronger support of the gear teeth because they mesh for longer duration, tooth for tooth, as it turns. But, it causes a wiping action that is more extreme in contact than the earlier straight design. That is why when hypoid gearsets first were featured the oil required was known as EP gear oil: Extreme Pressure. EP was to be used with Hypoid gears because additives were included for hypoid that were not needed in "standard" gearsets.

If you look at the picture, the lower mounted pinion has a more flowing, continuous contact area with the ring gear; it has strength for strong power and pull. Some information states the lower positioned driveline was introduced so the floor hump could be lower. It seems this was not the main reason for the design, but it *was* an advantage.

What about **Hotchkiss**? What does it mean? Well, basically it is the open drive line feature. There is no torque tube. Torque tube drive is rigid. Hotchkiss has a lot of flexing going on the

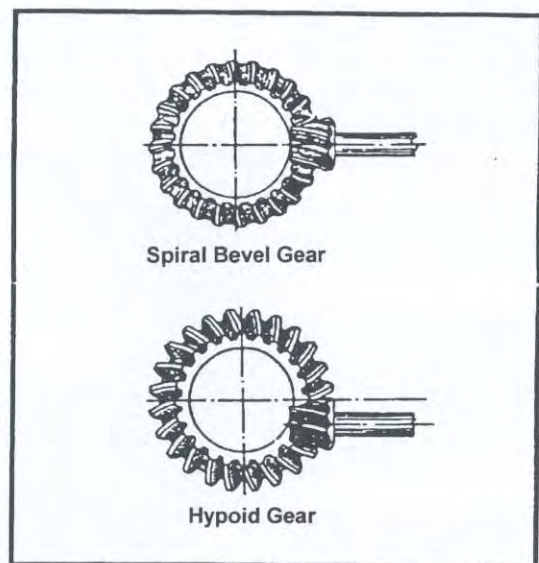
drive shaft is exposed, there are two universal joints and the rear axle housing is installed on two longitudinal semi-elliptical springs. When torque is applied as when accelerating from a stop, the rear axle housing actually twists upwards, but the rear springs absorb and control this action. So, the U-joints flex, the housing twists and the springs flex; that is why you see a car rear body move downwards upon takeoff from stop with this type of drive line. Sounds wishy-washy, doesn't it? It really isn't. The driveline is smooth in operation and an added benefit is **IT IS VERY EASY TO WORK ON AND SERVICE!** Most components are exposed where before the parts were enclosed. Now the axles, U-joints, drive shaft and transmission can be serviced without removing the rear axle housing as required before.

The name Hotchkiss always is shown with a capital "H". Its origin evades me. Should anyone know how it came about, please contact me in care of the Big Valley RG #26 V-8 club.

Until the advent of the popular front wheel drive cars, the H and H rear wheel drive line was the most common on the road. I still like it best—a sure sign of being older! Well, this system/design is what was being taught in High School auto shop (in the 50s!) and it stuck!

By Don Cunningham,

*Thanks To Big Valley V-8 Rumble RG #26 &
Flathead Times RG #64*



JERRY HILL'S '40 MERCURY

(Unfortunately the pictures of the car are lost) *Editor*
For 2 ½ years, Jerry Hill, a club member from Irvinton, VA has owned an original 1940 Mercury club coupe. It had been in the same family in Madison, VA. The story goes the owner was driving a new 1940 Ford sedan to Florida, towing an Airstream trailer. In NC he pulls into a Ford dealer complaining of the car overheating. The dealer takes the man into the back of the showroom and shows him the vehicle that will do the job – new Mercury with the 95-hp engine and headers and Columbia installed! A deal was struck, a hitch put on the Merc and the gentleman drove back and forth to Florida several more times with this rig!

Now, this Arcadia Green coupe with 56k had been in storage since 1956 when Jerry bought it. It has dealer installed seat covers and the upholstery underneath is mint! There are no other accessories except a hot water heater. All the tools are in the pouch - the car is rust free with factory paint!

The interesting aspect about this car is it is a very early 1940 as it has a '39 owners manual, early 39/40 voltage regulator, 11/39 glass and a 99A body number. It is titled as a 1940.

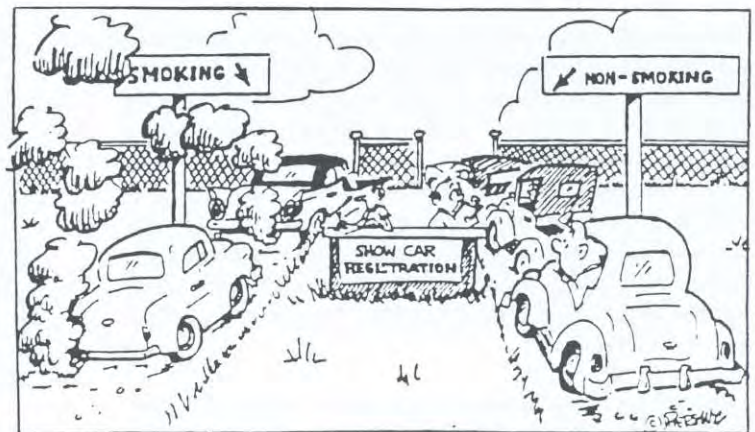
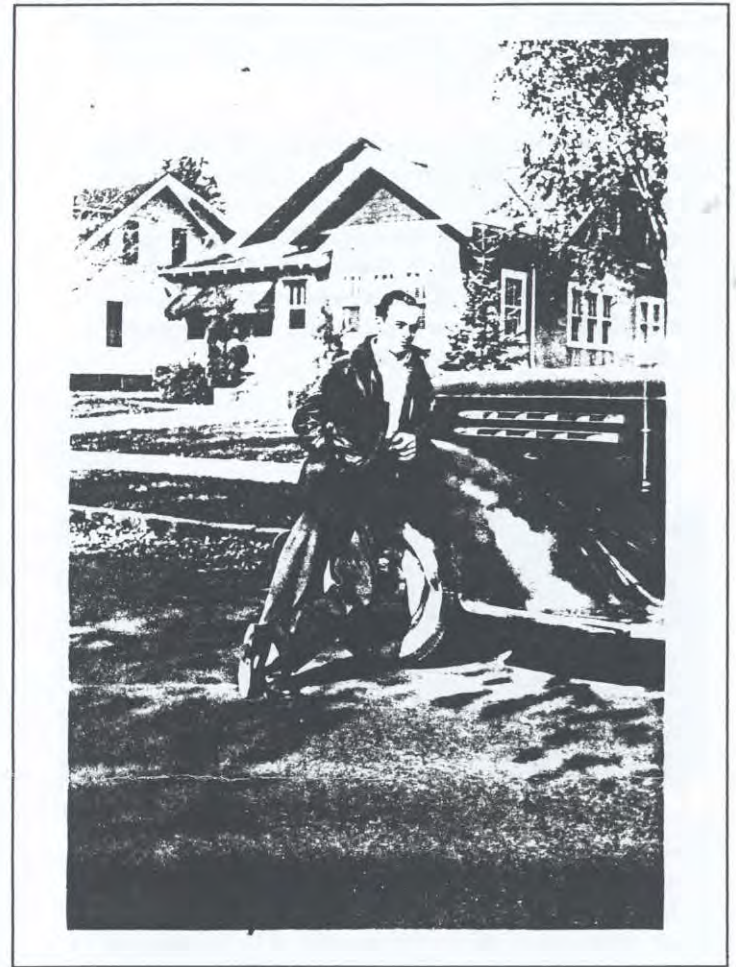
With the Columbia and around 100hp with the duals, Jerry says he cruises down the road at 65 with ease. He intends to drive it to the National Meet in Conn. where it will be entered in the Rouge Class for all to enjoy.

HERSHEY IS APPROACHING!

With all the new construction at Hershey park the camp site for our growing numbers (**Dave Gunnarson** joining) will be relocated. A scouting party will proceed the event to find a suitable spot. **Dave Blum** will have a space at the car carrol for his '38 (at press time) – look for members to gather there. Also, **Tom Lumpkin**, **Buzzy**, and **Clift Harden** have flea market spaces. Call me with your arrangements so I can coordinate rides for members who want to go only on a certain day, ala car pool.
EDITOR

SEPTEMBER MYSTERY MEMBER

Who is this suave NVRG member and what kind of car is he leaning on? (Hint – it is not a Ford!). Photo was taken in 1946. See page 8 for answer.



MAGIC ELIXIR?

By Jim McDaniel

One thing about our old car hobby reminds me of my former life back in the late 1960s when I was flying helicopters for my Uncle (Sam) in a rather unfriendly place half way around the world. We had a saying that went something like, "...if nothing's broken lately, it's about to..." That was sorta true then, and it's sorta true now. Allow me to explain.

You may remember (I'm even having trouble with all the details now) that about two years ago I blew a hole in a piston in my old 1951 Sheriff's cruiser from what I believe started from a broken ring. That resulted in me having a "new" 8BA rebuilt down in North Carolina. I drove down, picked up the new engine, and trailered it back to Northern Virginia in a U-Haul, where I installed it in the car in my front driveway.



And I'm sure you haven't forgotten my EXCELLENT learning experience (that I questionably shared with you all) where I installed the thermostats backwards (did he say backwards?) and absolutely cooked the new rebuilt engine, cracking the block between one of the pistons and a valve. I still say I really did know how they went in, I just had a brain f*rt. (That's my story and I'm sticking to it!)

Then I took the block BACK down to North Carolina to the guy who guaranteed his engine against anything (at least that's what he said). Sure enough, even though I admittedly caused the failure because of excessive operator headspace, he readily and cheerfully (well, maybe not cheerfully), agreed to fix it. He offered to rebuild me another new engine for parts-cost only (no labor charge), or to repair the small crack for no charge. After considerable thought, perhaps based on faulty logic but influenced by a thinning wallet, I chose to have him just fix the block.

I got it back home again and installed it in the car. This was last fall, and it ran GREAT! It was toward the end of the driving season, and after several successful outings I

happily put it away for the winter when the weather turned cold.

During one of my occasional "startings" of the car during the winter (probably around February), I checked the oil and discovered to my HORROR that it had the appearance of something like a coffee milkshake! Oh so milky! Oh MAN!

Disgusted, I just left it alone until the weather warmed while I tried to figure out the best course of action. I discussed it with some of the guys in the Club, and was actively looking for someone in the Northern Virginia who could evaluate this engine to see if it was worth fixing again, or alternatively I was looking for a new engine in this area. I didn't want to keep dragging engines down to North Carolina, and in fact the fellow who rebuilt it was winding down his work in preparation for permanent retirement from the grease-monkey business. I was not having much luck finding a good mechanic or a good engine source locally.

In a phone call to my Uncle down in Florida (not Uncle Sam, but my last remaining male relative from my dad's generation), I mentioned my engine problems to Uncle Charlie. Now Uncle Charlie is about 85 years old and has been an automobile mechanic his entire adult life. He grew up in rural--yea frontier--Southwest Florida in the 1920s, and has been fixing and maintaining Ford V8 flatheads (and just about everything else) since the very first V8 flatheads. Uncle Charlie, a perpetually cheerful fireplug-of-a-man who loves to tell jokes and is never without a story, was instrumental in getting me my very first car. It was a black 1951 Ford Victoria that I got in the late 50s, and my brothers and I were always having Uncle Charlie help us keep our cars running.

After listening to my long, sad story during this phone call, Uncle Charlie, in his slow Southwestern Florida drawl that he permanently acquired long before the great influx of Yankees to that part of the state, said "Now boy, don't you give up on that motor yet." He said, "I used to use something on those old Fords when nothing else worked, and sometimes it'd just fix 'em right up."

He asked if I'd ever heard of "Liquid Glass." He said he'd just pour that in the radiator when an engine was leaking and his customer didn't want him to spend money on the car. Charlie said it'd fix just about any minor leak, either in the block or in a head gasket, and often an engine would go for several years after a drink of this without additional problems. He suggested that if I was going to trash the engine, I might just as well give it a try. He said he used to get his Liquid Glass in pharmacies (of all places).

Sounded like it was worth a try. I tried several pharmacies. No luck. I called several auto parts stores.

No luck there either. No one had heard of Liquid Glass. In talking with one of the old timers at a local auto parts store, he said he remembered Liquid Glass but hadn't seen it in years. He said they had new stuff out now that was an improvement over Liquid Glass (better living through chemistry), and he'd also heard very good things about this too. He said the reports were that it would absolutely seal minor water leaks in engines. He also said it was quite expensive, but if it worked it was certainly cheaper than repairing or replacing the engine.

This new stuff was called "BlueDevil" and the label on the plastic bottle touted that BlueDevil was an Engine & Cooling Sealant that was "Number one in the Country! It PERMANENTLY seals blown head gaskets, leaking radiators, warped & cracked heads, leaking heater cores, engine block leaks, and leaking freeze plugs." It also claimed that it was "non-clogging, bonds to metal,

aluminum, cast or alloy 'blue steel.'" Quite a claim! If it did all this, and if it would fix my problem, it must truly be a magic elixir!

But, now get this, it listed for about \$95 per quart (you read right, ninety-five bucks for one quart!) He agreed to sell it to me for a jobber's price of \$77.



Hmmmm... Again going through a thought process that was perhaps based on faulty logic but was still being influenced by a thinning wallet, I rationalized it was worth a hundred bucks (with new thermostats, gaskets, etc.) if it did in fact work. I gulped and bought a quart of the elixir.

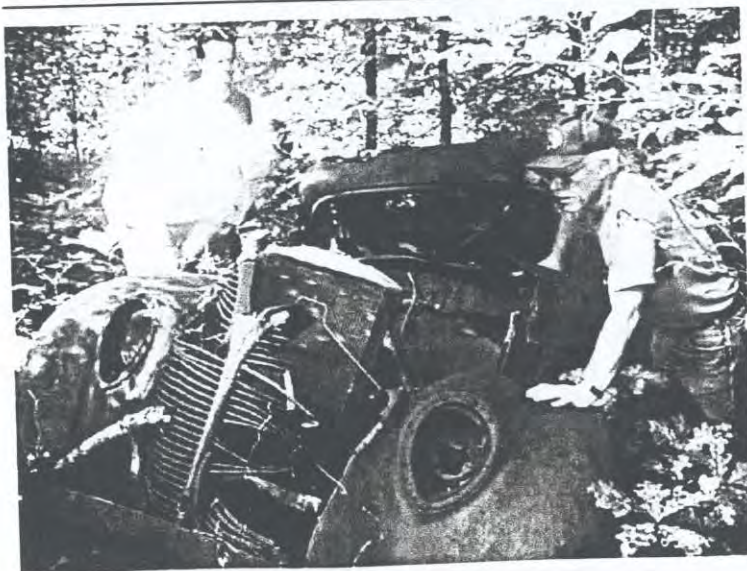
After meticulously following the directions on the bottle that called for draining the old oil, removing the thermostats, flushing the engine, and other things, I refilled the radiator with water, slowly poured in the full quart, put on the pressure cap, and let the engine idle for 30 minutes. And yes I closely monitored the engine for over heating, which it did not do.

After the 30 minutes "run-in" time, it said to drive the engine normally for a few days, then replace the thermostats and continue to drive normally. Guess what, gang? IT WORKS!! I put BlueDevil in the car about two months ago and have had the car out at least half-a-dozen times. There is NOT a TRACE of water finding its way into the oil pan. Matter of fact, I put it in just before our V8 Club show in Fairfax City, but didn't want to advertise too widely what I'd done in case it didn't work. But it does work. It is still holding, and the car is running well.

Well... mostly well. Back to my analogy to my helicopter days and our old saying. The engine leak is fixed, but now the left water pump is "dumping" water overboard. The engine's running cool as long as I can keep water in it, but it'll empty the radiator in about 30 minutes of driving. Now I don't feel this problem is related to the BlueDevil treatment, and this leak is far greater than what BlueDevil is intended to fix. Think I'll just fix this problem the old fashioned way. I'll put on a new water pump.

And besides, if nothing on the old cruiser was broken, I'd probably just get bored with this wonderful hobby of ours, right?

Right??



IN MY BACK YARD REVISITED

The picture of the '38 coupe junked in Fairfax Station generated several phone calls inquiring about parts. Tom Lumpkin wanted to know if the side quarter stainless was still there, as it also fits the hood – no. The trio of "El Presidente", Eric Sumner and Hank Dubois wanted a personal inspection, so I lead them to the secret spot in long pants. They said that the picture was better than the real thing! (Always is!). After careful examination, Hank declared that the transmission still shifted, the top radiator tank was good, steering box and rear end possible, shocks probably frozen and all sheet metal gone. The fuel pump and stand was lifted off for a moment. It was declared that the junked Ford was history.

MYSTER MEMBER

This month's mystery member is no other than our man from the Valley and of Warrenton and of Dana Point – **Bob Wild**. The picture was taken in front of Jane's parent's house in St. Paul, Minnesota before they were married. The car was their first, a red 1936 Terraplane convertible. (He would learn the Ford way later). Their car was equipped with suicide doors, leather interior, a rumble seat, radio and (maybe) a heater. Bob does not remember how long they kept the Terraplane, but it was replaced with a 1936 Dodge convertible.

SOUTHEAST NATIONAL DIRECTOR

REPORT – WAYMON BROWNLEE

Report of July 26, 2000 National board meeting:

- Business manager reports club is in good financial shape – approaching 10,000 members!
- Remember to use free ads in V8 TIMES
- Looking for web master
- Book Status: 1932 - under review for approval
1937 – Two more chapters done,
No completion date.
1938-39 - No report
1941-48 – Moving along
1933-34 - Possible
- Reapportionment of directors failed to get the two-thirds vote needed.
- 2001 Eastern Nat'l – Westbrook, Conn. June 4-7
Central Nat'l – Branson Mo. June 12-16
Western Nat'l - No volunteers
- Youth Restoration Awards Program has five young V8'ers involved.
- The Great America Race saw our local GA. high school team place second in class. Georgia RG#24 is supporting a new team.
- Queensland, Australia is new RG #157
- New 1933 advisor – Mike Lauren from Connecticut

HARD DRIVE CRASH

The editor turned on his desktop computer and was greeted with a message that it could not find the operating system! After a 45-minute conversation with a techie it was determined that the hard drive gave up the ghost! I had been away for a week and perhaps it received a shock beyond what the surge protector could handle – who knows (it is recommended that you unplug your computer during a lightening storm along with you TV, but who does?) Fortunately I backed up all my digital photos and data on a zip drive recently. Anyhow, \$100 bought a new bigger hard drive, which is a piece of cake to install, but to reload is something else! Jim McDaniel got me going in the right direction, but it is not entirely programmed – read no scanner! This VC is being done on my laptop.

CONGRATULATIONS

Butch Myrick received a Grand National First with his 1946 Sedan Delivery at a recent AACA meet. This rounds out all the awards so he now intends to enjoy the car – Does that mean drive it, Butch?

MORE ON CLUTCH ALIGNMENT

John Jackson, from Summit Point, WV, emailed me about the article that I wrote and was published in the V8 TIMES about clutch finger alignment. He finds that one out of three clutch rebuilds are out and has a large tool that compresses the clutch to make adjustments. So, make sure you check to avoid problems!

NVRG WEB SITE

Bill Simons has submitted information to Hemming Motor News so that our RG will be included in their web site listing of clubs. If you want your car and name to appear (from pix taken at our show) let Bill know it is OK.

S.L. ROSS STATUS

Some of you might not be aware that S.L. is losing his vision and has recently attended a VA school in Conn which teaches how to cope with blindness. You might give him a call at home to talk old Fords. 703-360-3310 Our thoughts are with you and your family, S.L.

V&S CALENDAR NVRG

September

- 9 AACA Warsaw, Va
 10 Sugarloaf Region AACA Activities Meet,
 Mt. Airy, MD
 10 Vern Parker's "Out of the Past"
 11 **NVRG Monthly Meeting**, Program:
 Upholstery by LB – **Bill Simons**
 Refreshments: **Bill Simons**
 16-17 **Lebkicker overnight tour**
 16 Bull Run Region AACA, Manassas
 26 **NVRG Board Meeting**
 28-Oct 1 Fall Carlisle

October

- 5-7 Hershey
 10 **NVRG Monthly Meeting**, Program:
 "Thunder Road in the '50's" – guest

speaker, *invite the wives. Refreshments:

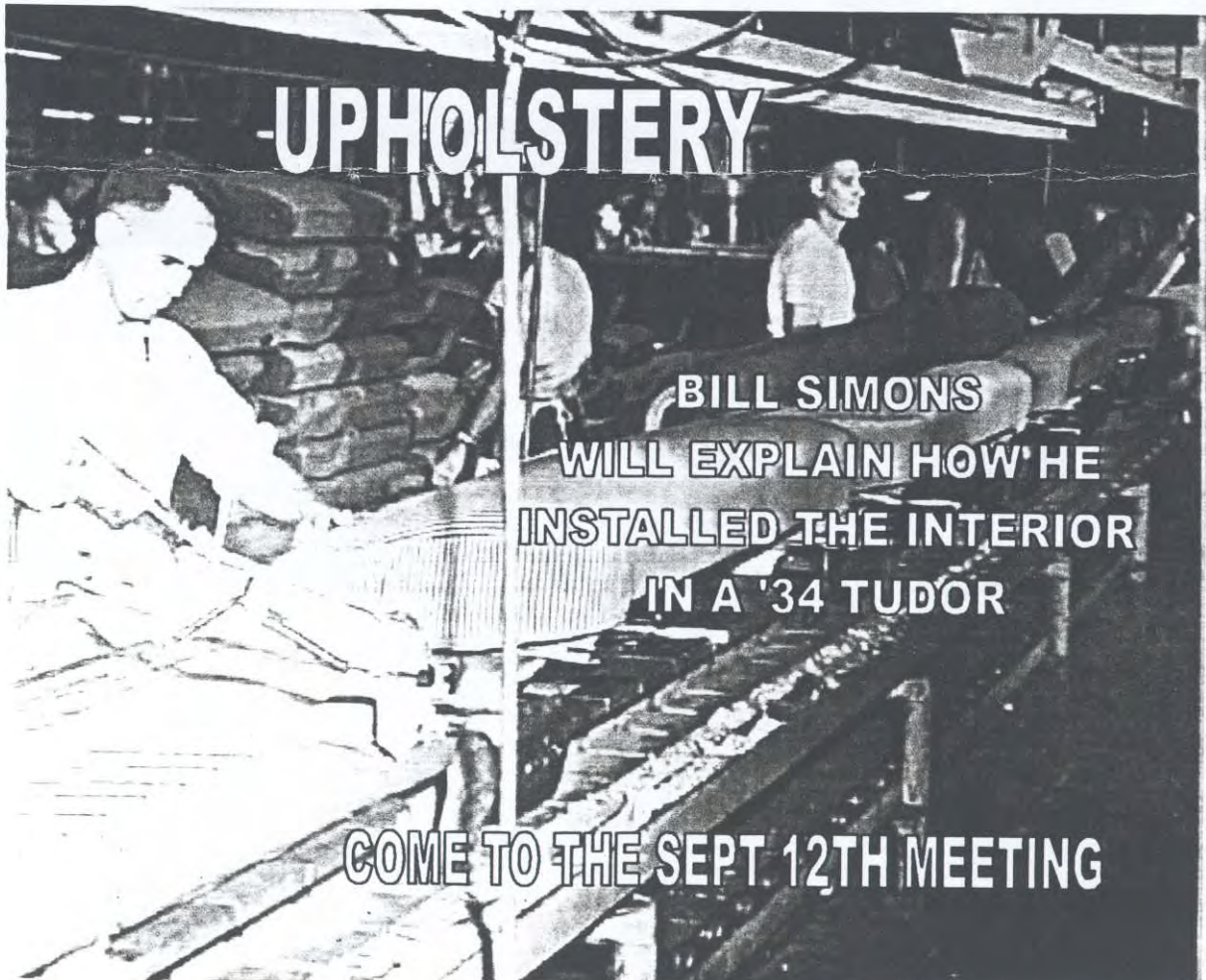
- Steve Pieper**
 14 Rockville
 31 **NVRG Board Meeting**
 TBA **NVRG Tour CIA museum**

November

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

December

- 2 **NVRG Christmas Party**
 No membership of Board meetings in Dec.





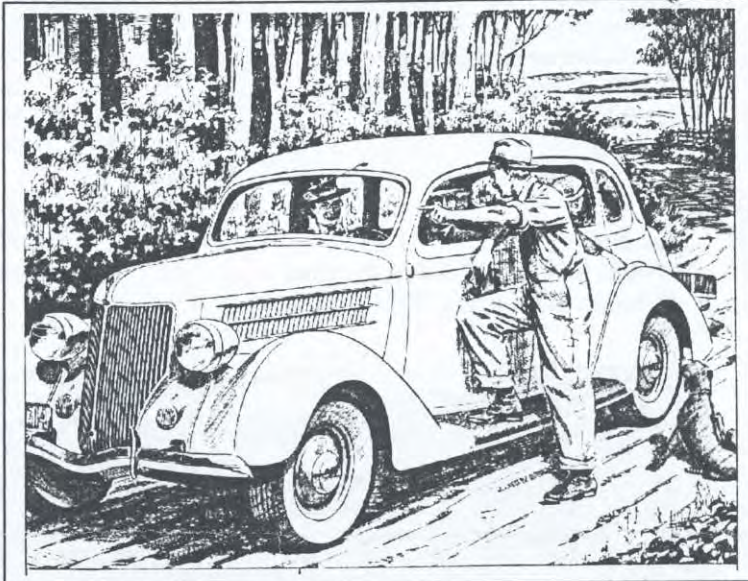
**BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP**



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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**