



VALVE CLATTER



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

<http://clubs.hemmings.com/v-8northernvirginia/>

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Cliff Green, Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004

MR. DUBOIS GOES TO WASHINGTON

While this story is about Capitol Hill, Congressmen & Congresswomen, and the press, it is NOT a political story, at least as far as I'm concerned. It's about how the proud owners of a 1935 Ford V8 Coupe got to show off their pride and joy at the US Capitol. It happened like this:

On Monday evening, March 14, Vern Parker called me to ask if I might be interested in displaying my '35 Coupe as a back drop for a March 16 press conference on proposed changes to the Social Security Program. Vern was under the impression that the press conference would be held in the White



House Rose Garden! He had received a call from a Ford Motor Co. PR representative who in turn had received a call from the White House. They were looking for a '35 Ford because the Social Security Act was signed into law by President Franklin Roosevelt on August 25, 1935. Vern had already talked to Dave Westrate about likely candidates and Dave had suggested me. Naturally, I was interested but my Coupe looked more like a '50's Hot Rod than a stock '35 Ford. It would have to be transformed back into its stock outward appearance and I would have only one day (Tuesday) to do it! Basically, I needed to move the rear license plate from the deck back to the left tail light stand, put the spare tire and cover back on the car, install the bumper guards, and put the hood sides back on. Then, the car would have to be cleaned up. No sweat; yea, right! Vern said there was a 50/50 chance of the

event coming off and he would let me know the next day as soon as he found out for sure.

I was in the garage early the next morning and, by 10:30 AM, was well on my way to getting the rear of the car back to original when the telephone rang. The aide to House Speaker Dennis Hastert asked if I could have the car at the Capitol (NOT the White House) by 12:30 PM the next day (Wednesday) for a 2:00 PM press conference on Social Security with House GOP leaders. I must admit, I was primed for a White House invitation and felt a little let down! But, I quickly realized that the Capitol was definitely the next best thing!

I said yes, gave him some information about the car, Cindy and myself for security clearance purposes and got back to work. I also got a call later in the day from an aide to House Ways and Means Chairman Bill Thomas asking for more information about the car. It seems that both Hastert and Thomas are car buffs and wanted to know more about our Coupe!

Everything went well during the rest of the day although putting the hood back together proved to be the most time consuming part of the job. I ended up using aluminum oxide sandpaper and crocus cloth to smooth and polish the two joint rods so that the hood top and sides could be reattached without having to hammer the rods in place. Luckily, Tom Shaw and friend Bodie Sasher stopped by in (Continued Page 3)



UP FRONT WITH THE PRESIDENT

APRIL 2005

Well, the Fredrick Swap Meet has come and gone, so it's officially spring now. Time to get our cars ready for car shows and tours. Plans for our car show are well underway. **Dave Westrate** reports that there is a new person representing Fairfax City that is really *gung ho* about our show and that we can expect strong support from them. Flyers for the show are already available and dash plaques will arrive soon. There will be a 50:50 drawing this year with our 50% donated to the Armed Forces Retirement Home in Washington, DC. Dave also put together a group of volunteers to head up various aspects of the car show so be thinking about how you'll help make this car show even better than last year's.

Check the calendar for upcoming tours. We have a couple coming up soon: the Poker Run; and the visit to the Willowcroft winery. We don't know where **Don Lombard**, **Ken Burns** and **Hank Dubois** will direct us on the Poker Run but, if the previous years are any indication, it will take us over some interesting terrain and to some interesting sights. (And, if your Ford V8 isn't yet in touring condition, join the Poker Run anyway in your modern car. It's a great event timed for the springtime bloom of the Virginia countryside.) Also, drinking wine and picnicking with friends is not a bad way to spend a spring afternoon, while visitors to the Willowcroft winery check out our cars. Not only a nice way to spend the day but we earn a little money for the club since they pay us to come. What a deal!

Remember that our last membership meeting was cancelled and then rescheduled? Just before noon on the day of the scheduled meeting, Fairfax Co. decided that there was too much snow (?) and cancelled all county events, including our meeting. We sent an email about the cancellation by mid-afternoon but, unfortunately, a few members didn't get the word. To help prevent this, we will print the Fairfax Co. hotline number in the Valve Clatter during the winter months so members can check for possible closure.

Those of you that receive the Valve Clatter by webmail can look forward to getting the roster in PDF format soon. Others will receive hard copy in the mail. **Jim McDaniel** is putting the final touches on it. When you see the roster, you'll realize that he's been busy because, as of the last board meeting, we had 104 members. Looks like we've been successful in retaining new members.

And guess what? Once again, the Valve Clatter won the Early Ford V8 newsletter contest. That's two years in a row! Congratulations to Cliff Green and all the members, who have contributed the past year. If you have seen newsletters from other clubs, it's no secret that the VC is heads and shoulders above them, thanks to the efforts of Cliff Green. Cliff puts in a lot of time and thought into the VC. Thanks also to all the members who contribute to the VC. The NVRG is fortunate to have so many good writers. It certainly makes Cliff's job easier and it is no doubt a factor in our membership retention. Way to go, guys.

John

MR. DUBOIS GOES TO WASHINGTON

(continued from front page)

mid-afternoon so I enlisted their aid in putting the full hood back on the car. By dinner time, I was finished with the mechanical work and by 10:00 PM, the Coupe was clean inside and out and ready to go. Eric Sumner had stopped by earlier in the evening with his digital camera which he graciously loaned to us for the occasion. We were ready!

Next day, we left home at 11:15 AM to make sure we'd be at the Capitol by 12:30 PM. and, thanks to light traffic on Route 66, we arrived there shortly after 12:00 Noon. Capitol Police at the Independence Avenue Gate were waiting for us and we got lots of smiles as they gave us the once over which included checking the underside of the Coupe with a mirror. An Officer on a bike then led us to a reserved parking spot near the lawn on the south side of the Capitol. Since we were early, we called and left a message with our contact in Speaker Hastert's Office and walked across Independence Ave. to the Longworth House Office Building for some refreshments. When we returned to the car a half-hour later, we found an aide to Speaker Hastert anxiously waiting for us. He instructed us to position the Coupe on the sidewalk directly behind a podium that had been set up for the press conference. Within minutes, TV camera crews started arriving and setting up their equipment and, by 2:00 PM, there were about 10 TV cameras on hand as well as approximately 35-40 reporters, mostly from the print media.



The press conference went off right on schedule and lasted about 40 minutes. Five House GOP leaders spoke in support of Republican proposals to change the Social Security System: Speaker Hastert (R-Ill.), Chairman Thomas (R-Calif.), Rep. Deborah Price (R-Ohio), Rep. Anne Northup (R-Ky.), and Rep. Patrick McHenry (R-N.C.). Our Coupe was intended to serve as a metaphor for the 70-year old Social Security Program with the idea being that just as a 70 year old car is not up to modern driving conditions, so too is the 70-year old Social Security Program not up to modern society's retirement needs. Most of the speakers who referred to the car were "respectful" saying that it was an American classic like Social Security

or that it was ruggedly built for its time, etc. Twenty-nine year old McHenry, however, said that he "wouldn't be caught dead in a 1935 automobile". When the press conference was over, a Washington Post reporter asked me what I thought of McHenry's comment and, like any good V8er defending the honor of his car, I told him I didn't much care for it. I explained to him that our Coupe was in nice shape inside and out, had seat belts, good brakes and plenty of power with its hopped up motor and, therefore, was quite safe to drive at highway speeds. He must have liked what I said because he quoted me quite extensively in his column the next day and used my comments to counter the intended metaphor of the event.



I ended up talking to several other reporters about our Coupe and we got a lot of nice comments about it. The event didn't make the network evening news (too many sensational trial stories from California) but was covered by Fox Cable News, CNN, and C-Span 2. There was quite a lot of newspaper coverage as well, since many of the larger papers had reporters there and the Associated Press included the event in a couple of their stories. On Wednesday morning, many radio and TV stations reported that House Republicans would be holding a press conference in front of a 1935 Ford that afternoon. Paul Harvey, in his Wednesday morning broadcast, also talked about it.

After the press conference was over, Several Capitol Police Officers took time to admire our Coupe and ask questions about it. Two Officers, one on a motorcycle, hung around until we started the car to leave because they just had to hear the sound of its hopped up flathead! They loved it! We left the Capitol just ahead of rush hour traffic and had a pleasant ride home on Route 66 where we zipped along in the HOV lane at 60 mph passing lots of modern iron! All in all, it was a wonderful and momentous day for us and for our V8. It never ceases to amaze me how V8 ownership and V8 Club membership opens up a wealth of fun opportunities!

TECH TIP

Alan Wheilhan

Here is something that I learned recently about "Ford" camshafts that Our members may know of or have additional information. A couple of years ago a customer sent a Lincoln H V-12 hydraulic lifter cam to be re-ground for use with solid adjustable lifters. He specifically wanted the 1953 Mercury grind. Not having a '53 Mercury cam, I borrowed a NOS one from Dennis Carpenter from which we cut the master. We then re-ground the Lincoln cam to the requested '53 Mercury grind.

Then one of my good customers asked if I had a solid grind V-12 cam. I did have a nice regrindable '36-'37 cam (these year V-12s used Ford solid hollow lifters and I mentioned that I could do the stock Lincoln grind or the presumably desirable '53 Mercury grind. Not having the technical data on both grinds, we elected to do the Mercury grind on the Zephyr cam on the basis of heresay rather than sound engineering analysis. As it turns out, the stock '36-'37 Zephyr cam has fatter lobes and is really the "hotter" cam grind. Although the Mercury grind has higher lift, it was apparently designed for good performance and a smoother idle. Probably this is a case of the Mercury grind being superior for "show" and the Zephyr superior for "go"!

NEW OLD CAR

Tom Shaw

I have bought another old car. I just couldn't resist rescuing this car from the elements. I have known about this car since the early seventies. It was bought new by Ms Ola Hutchison of LaSalle Ave, Mclean, VA. Walter Harrison, her nephew serviced this 1953 four door Ford, with a V-8 engine, on a regular basis, for many years until she couldn't drive anymore. Walter was owner of Harrison's Chevron Service Center on Route 7 near Draninsville. The car was sold to Walter, "WO" with something over 30,000 miles on it. The car was used occasionally by WO and then parked in a three-sided garage with the front end somewhat exposed to the elements. About 20 years ago the Harrison's pulled the '53 out in the weather to close the garage in and left the car where it was parked when I bought it. The '53 sat for years behind the service center and was religiously started several times a year. After many years of sitting the engine gave up the ghost. A used flat head V8 was installed in place of the seized engine. WO for some reason put the original 8BA head on the used engine. The replacement engine had heads that read EAB6049-D 38L Fomoco. These heads were found in the trunk with snow chains and a tow chain

I had forgotten about the car until Walter saw me at a friend's house building a two-car garage. We chatted for a while and I remembered the car and asked him if he still had it. He said yea, but he gave it to his son who is now running his dad's auto repair business. He asked me if I was interested in buying the car and I said maybe. At least I would like to look at it. Several days later I inspected the car and thought it needed a new home quick and inside storage before it rusted away and would only be a good

parts car. The body was still solid, rain gutters intact, some rust in the lower fenders and rockers, but very restorable. I initially told Walter I didn't need another project car. But, later I relented and bought it. When I came to pick the car up, Walter met me and jump-started the engine. It ran okay on gas that was probably many years old. An electric fuel pump had been installed to bypass a faulty fuel pump. The title could not be located. It seems that the son is not as organized with his documents as his father. I have known these people for forty plus years, so I knew one existed. They are going to apply for a new title. I paid for the car and had a tilt back wrecker deliver it to my house. Walter thought I should drive it home but the tires were too dry rotted.

I really got excited about having a low mileage car even though it was weathered to say the least. With the car at home I now had a chance to inspect the car closer. The rubber floor mats were hard as rock and broke as it they were porcelain. They were removed and I found surface rust on the floor where rain had found its way in through cracks in the window rubber. Under the driver's feet you can see daylight in several places. Most of the floors are intact, however and have the original black paint on them.

The Seat covers were dry rotted but most of the material there. The trunk looked almost like new. The instruction tag on how to use the jack is still attached to the roof of the trunk lid and in perfect shape. The Harrison's left two nice bumper jacks in the trunk but unfortunately the original one was missing.

After starting the engine again at home I decided to rebuild the original Ford 94 carburetor and put better spark plugs in the engine. The engine ran a little better after the rebuild and plug but smoked some. I hope that perhaps the rings are stuck and with a little Marvel Mystery oil will break the loose as Cliff Green recommended. The spark plug wires must be original. When I touched one I got a good jolt of electricity. It was just like the movie "One Flew Over the Cuckoo's Nest". I drove the car to the bottom of our hill and found that only the right rear brake was working. This was probably not a smart move on my part. The car sort of went sideways for a short distance until I brought it under control. Looks like all four-wheel brake cylinders will have to be replaced.

My plans for the car, with the help of my 18 year old grandson, are to get the car mechanically sound, weld in patch panels, remove all the rust and apply the appropriate paint to make it weather proof. The chrome grill needs to be replaced and other parts replated. I would like to share what skill I have with my grandson Colin and perhaps introduce him to the old car hobby. He seems real charged up about the idea. When the car is presentable I plan to sell it. If anyone knows about the heads mentioned above please let me know. I know there aren't many '53 Fords in our group, but if anyone has a spare grille or other parts, please let me know. By the way, Most of the stainless is in perfect shape. The original hubcaps and beauty rings are in great shape.

CARS OF THE CLUB 2005

Prater	32 3W Cpe	Foor	38 Hearse	Wenchel	'46 Ford pickup
Pieper	32 3W Cpe	Mason	38 Merc Cpe	Tindall	46 S D/L Conv
Farkas	32 5W Cpe.	Harden	39 Conv	Stewart	46 S/DL Tudor
Finney	32 Cabriolet	Gross	39 Conv&34 5W	Sumner	46 S/DL Tudor
Prater	32 Pickup	Nicholson	39 Convertible	Myrick	46 SedanDeliv.
Gross	32 Roadster	LaBaugh	39 Dlx S/W	Sweet	46LincContCabr
Prater	32 Std Rdstr	Westrate	39 Dlx S/W	McNiff	46S/DLCIbCpe
Ryan	32 Tudor V8	DuBois	39 Dlx S/W	Welch	47 Pickup
Finney	32 V8Roadster	Clement	39 pickup	Javaras	47 Sedan Cpe
Pieper	33 3W Cpe	Westrate	39 Std S/W	Whelihan	47LincConCab
Judy	33 Cabriolet	Blum	39 Zephyr 4Dr	Lamonds	47S D/L S/W
Mascalì	33 Pickup	Burke	40 1/2T Pickup	Sykes	47S D/L Tudor
Ross	34 5-W Cpe	Burke	40 2D Sedan	Lombard	47S/DL Sed/Cp
Mote	34 5W. Coupe	Arrington	40 Conv't.	Roebuck	48 Merc 4D Sdn
Ponton	34 Coupe	Kunsman	40 Coupe	Boardman	48 Merc. Cpe
Fox	34 D/L Fordor	Hardesty	40 Del. Conv't.	Tindall	48 S D/L Tudor
Fox	34 Dlx Rdstr	Hendry	40 Del. Conv't.	Foor	48 Ambulance
Mazzie	34 Dlx Rdstr	Ayers	40 Dlx BusCpe	Ross	48LincCabr
Simons	34 Dlx Rdstr	Kunsman	40 Dlx Conv.	Hardesty	49 F-1 Pickup
French	34 Panel Deliv.	Gibson	40 Dlx Cpe	Simons	49 S/W
Simons	34 Tudor	Green	40 Dlx S/W.	Coombs	49 Sedan
Fox	34Std5WCpe	Hill	40 Merc Conv't	Hall	50 Cust Tudor
Gunnarson	35 1 1/2 Ton	Hill	40 Merc Conv't	Coombs	50 Custom Sdn
Morrison	35 3w Coupe	Burke	40 Opera Cpe	Cummings	50 Merc 2Dr
DuBois	35 3W Cpe	Pieper	40 P/U	Helms	50 Merc SptSed
DuBois	35 3W Cpe	Spero	40 P/U	Belsley	50 Tudor
Bachetti	35 Dlx 4D Sdn	Kunsman	40 Sedan	Hinkle	50 Tudor
Eberly	35 Ford Cpe	Gibson	40 SedanDeliv	Martin	51 Cust Tudor
Beeder	35 Fordor	Javaras	40 Std Cpe.	Shaw	51 Cust. Conv.
Spero	35 P/U	Tindall	40 Tudor	Wild	51 Cust. S/W
O'Neill	35 Phaeton	Clark	40 Tudor Std	McDaniel	51 Tudor
Potter	35 Phaeton	Judy	40 Zephyr 4D	Grady	51 Custom 2dr
Arrington	35 Roadster	Spero	40DlxOprCpe	Edwards	51 F-1 Panel
Crawford	35 Tudor	Whelihan	40LincConCab	Martin	51 Tudor
French	35 Tudor Sdn	Arrington, L.D.	40LincContCabr.	Larson	51 Ford Vic
Crawford	36 3W Coupe	Vaughn	40LincContConv	Hinkle	51 parts
Gall	36 3W Cpe	Arrington, L.D.	40ZephConvCpe	Nice	51 Vic 2Dr. Htp.
Ross	36 3-W Cpe	Cowden	41 1-1/2 ton	Chase	52 Vic. Tudor
Welch	36 Cpe,36 4Dr.	Cross	41 Conv	Welch	53 Fordor
McIninch	36 Dlx Fordor	Bowers	41 Del. Tudor	Blum	53 Linc Conv
Lumpkin	36 Dlx Rdstr	Pauly	41 LincContCpe	Gall	53 Linc. Conv't.
Potter	36 Fordor	Arrington	41 Pickup	Helms	53 Merc 2dr Htp
Lamonds	36 Phaeton	Hardesty	41 Panel	Shaw	53 Sedan
Potter	36 Phaeton	Neal	41 S D/L Convert.	Girman	53 Victoria
Green	36 Phaeton	Amster	41 S Dlx Conv	Lombard	53Cust Tudor
Booth	36 Pickup	Burns	41 S Dlx S/W	Sweet	53LincCaprCvt
O'Neill	36 Std Fordor	Harden	41 S Dlx S/W	Pauly	53MercMontHtp
Frise	36Conv.Sedan	Burns	41 S Dlx S/W	Crawford	8N Tractor
Ross	36Conv.Sedan	Gallahan	41 SD BusCpe		
Ross	36Cpe/48Linc	Chase	41S Dlx 4 Dr		
O'Neill	37 1/2T Pickup	Lunt	41S/DL Fordor		
Eberly	37 Ford Cpe	Wild	42 Coupe		
Beeder	37 Zephyr 4D	Gross	42 Dlx S/W		
Chaney	38 5W Coupe	Wild	42 S/Dlx Conv		
Wright	38 Conv. Sed.	Cowden	46 1-ton p/u		
Shaul	38 Delux 4D	Girman	46 Dlx Tudor		
Lumpkin	38 Dlx Fordor				



TECH TIP – The awakening Part III

Editor



The previous parts of this saga described the installation of a low mileage 59AB engine into my '40 woodie. The reason was that I needed more torque in overdrive for touring. I was constantly downshifting

on them there hills. I used all '40 components knowing that they were a known items, in addition to a 01A top fill radiator. I used "Mystery Oil" successfully to unstick everything and was pleased with the results - except for a vibration at 2000 rpm's that was diagnosed to an unbalanced clutch/flywheel. As we left this adventure last month, a stud had broken off in the block when retorquing the head nuts and the "Easyout" snapped, too. Let us continue with the "Awakening":

After soul searching (calling other members) it was decided

to try a trick that was described somewhere about welding a washer to the stub, than a nut to that with which to spin it out. Enter Dave Gunnerson, certified welder. Using Ken Burn's wire feed MIG this procedure was attempted.



Every time the nut was turned, more of the stud would break off with the weld. Now there was a cavity. Thanks for the attempt, Dave.

Now, using cobalt drills I was able to make several holes around the "Easyout" and enlarged them somewhat. Next came a Dremel with a carbide ball that I used to enlarge the cavity – they quickly wore out, so I borrowed a die grinder that is really a BIG Dremel that makes lots of noise. Using a tapered carbide bit I was able to grind away the Easyout - careful not to grind any of the block. Now, I put the head back on and used the hole as a guide for the 3/8's drill. A tap cleaned out the remains, but the stud still stuck out more than required. Enter Bill Selley. By center punching in the hole we drilled right into the water jacket and picked out the threads and re-tapped. Now, with Permatex on the threads the stud went home!

Now I mulled over which heads to put back on the block. I have 81A heads that were relieved for the valve clearance that would make the block appear as a '40 and would actually add compression (less volume) – however, I decided to stick with the 59AB because I did not want to take off the other side and worry about breaking a stud in the exchange!

What awaited me now was the removal of the flywheel and 9" clutch and replacing it with a new flywheel that had been resurfaced with new ring gear and balanced along with a new (not rebuilt) 10" clutch to rid the vibration. BUT WAIT – on a test drive after replacing the head, there was no detectable vibration! The car had fixed itself!! I shall not change a thing until I put some more miles on it. Find what happens in the next part of this serial.

FORD MEMORBIAlA

Dave Gunnarson

Scanning eBay one day I came across a neat piece of Ford truck history. It's a 1935 Ford Motor Company Dealer Award. It reads: First Place for Cities of less than 500 Pop. Trucks and Commercial Vehicles. It is made of brass about 4-1/2" wide and 6-3/8" tall. I would assume that this was presented at a Regional sales meeting. There certainly can't be too many of these in existence. I wasn't the high bidder and it sold for \$80.



MEMBER ARCHITECTS EFV8

FOUNDATION BUILDING

Bill Fox has donated his time to design a magnificent building for the EFV8 Foundation to be constructed on the 2.5 acres of land in Auburn, Indiana that the Foundation now owns.



The concept drawing incorporates the features of the Ford Rotunda and art-deco Ford dealerships of the '30's and '40's according to the *Foundation News*. The building will hold artifacts and cars of the 1932-1953 flathead that have been donated by the members. TIME TO JOIN and help pay for this inspiration.

Dig 'em out , Dust 'em off ,Blow 'em out ,Shake 'em down

If none of those work, drive modern, car pool, or do whatever it takes, but join with us on our first spring season V-8 outing:



Spring Poker Run and Scavenger Hunt

Saturday, April 23, 2005 9:00 a.m.

Depart from Fair Oaks Mall

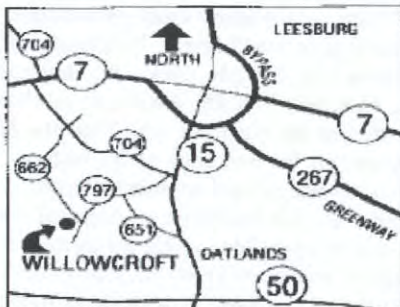
Across from Holiday Inn

- Travel some of Northern Virginia's roads less traveled.
- Trophies for the best Poker hands
- Prizes for the Scavenger Hunt Questions
- Lunch at one of the area's popular and historic Inns

Contact: Don Lombard: 703-690-7971; don.lombard@verizon.net
Ken Burns: 703-978-5939; kenb@headstartinfo.org

WILLOWCROFT FARM VINEYARDS

38906 Mt. Gilead Rd., Leesburg, VA 20175



Vintage Wine and Vintage Cars

NVRG Fund Raiser Picnic

Saturday, May 7, 2005

12:00-4:00p.m.

Join us for an afternoon picnic with good friends, good conversation, and lovely scenery as we once again are invited by the Parker family to provide a static display of our cars as a backdrop for their special wine tasting event.

The Willowcroft folks will provide the club with a cash donation, and wine for our picnic. We look to offer at least a 10-car showing, and advance reservations are most appreciated.

- Bring your picnic lunch
- Depart Fair Oaks Mall 10:30 a.m.
- Secondary Meeting Stop at Gilbert's Corner 11:30 a.m.

Please Contact: Don Lombard, 703-690-7971, or e-mail don.Lombard@verizon.net

The road is now paved to the winery!! No excuses not to drive out.

FREDERICK

Editor

The usual suspects car pooled from Fair Oaks to the harbinger of the old car hobby for NVRG – the Annual Frederick Flea Market. It is held at the Fair Grounds both inside and out side –and as years prior the inside of the buildings were colder. All members were walking around with their hands in their pockets except the few who brought or bought gloves. The hot chili and soup were big sellers.



Burns, Selley, Amster, Simons, Blum



Lombard & Martin

Nothing noteworthy was purchased. Mostly shop supplies and for Burns and Green a life time supply of NOS Ford 81A distributor gaskets.

This event is more a social occasion and a chance to realize that the old car season has finally started. If you

were a true dyed-in-the-wool V8'er, you would have gone up on Friday, just in case.....

TECH TIP -Cranking Up An Old Flathead

By Dave Gunnarson

As a follow up to the generator presentation in November 2003, I was asked to continue the theme with starters since they work in reverse. The first part of the presentation dealt with identifying the right starter for your vehicle. Unlike the multitude of generators Ford produced to meet the varying electrical demands of numerous models, the starter had the same function – turn over the engine. Since the flathead didn't change very much it logically follows that the starter motor didn't either. For almost all the entire run of flatheads used the same basic starter.

There are two basic V8 starter types and they are interchangeable (excluding some Mercury models and a few other variations). The early starter, part number 18-11002 consists of a thick steel casing with an aluminum front plate that holds the armature bearing and the brushes and an elongated aluminum end plate that also has a bushing that supports the armature shaft and bendix. Ford only made one change to the starter some time in the 1940's. If anyone can

pin the date down better, please let me know. The change was to elongate the steel casing and shorten the aluminum end plate. The armature and field coils remained the same as did all other parts. I speculated that the reason for this change was that the early "thicker" style end plate failed because it couldn't handle the stress imparted by the flywheel though the bendix drive and armature shaft. At the meeting an examples of a failed end plate that has a circumferential crack in the casing around the bushing as passed around for inspection. It's possible that Ford recognized this potential weakness and elongated the very strong steel casing which made the starter much stiffer at the end plate. The only other change made to the starter at the same time was the inclusion of a stamped steel bracket from one starter bolt to the engine pan. Since the starter mounts onto the engine with two long and relatively slender bolts, the bracket provides additional lateral load support for the starter, also reducing the stress on the end plate. Thanks to Hank Dubois for bringing in an example of this relatively scarce part. Many of them were made and probably not reinstalled after the engine was serviced since its function is not obvious. Since these two part changes occurred at about the same time, I conclude that the longer end plate had some adverse service life issues and changes were needed. Anyone have a different opinion? Let me know, I'd be interested in hearing from you.

The next part of the presentation focused on the sources of voltage loss that could lead to the starter not working well or maybe not at all. Since starters get relatively low use with slow speeds, low wear, are a proven design and require little maintenance, the most important part of the starting system is the flow of electrons from the battery through the starter and back to the battery. For a typical pre-war Ford there can be up to 17 opportunities for voltage loss including all of the electrical connections, losses in wires, and in the starter itself. The power of a well maintained six volt battery is sufficient, but if there are too many weak connections, bad wires or any combination of small losses, the result will be a starter that just doesn't do the job. Since the minimum voltage to the starter must be 4.75 volts, there isn't much room for losses in the path that the electrons take from the battery though the starter and all the way back to the battery. One voltage loss that usually doesn't get too much thought is temperature. As wire gets hot, the resistance to electrical flow decreases. On a hot day it's possible to heat the starter cables by heat from the engine so that up to 16 percent of the available power to the starter will be lost. If the amount of power to the starter is marginal when cool, a hot engine might not start only because the starter cables got hot!

So to keep your flathead cranking reliably, but sure to maintain a fully charged battery, check that all of the electrical connections are sound, and keep the starter cables in good condition.

Thanks to a generous loan of a computer projector by Jim McDaniels and a laptop provided by Eric Sumner, a PowerPoint presentation was made providing images and data for all to see. If you want a copy of the presentation send an email to david.gunnarson @erols.com.

ARRINGTON GARAGE TOUR

Steve Pieper

On March 5th the club continued it's very popular garage tour "series" by traveling to Nick Arrington's lovely home and expansive garage adjacent to the Manassas battlefield. A popular venue to be sure in that 25+ V-8'ers congregated in Nick's spacious kitchen for coffee and donuts before walking a short distance to the first of several large garages. Nick and Kathy's house was a prelude of what was to come by the way of the lovely and interesting antiques adorning the house.

We tourists first came across a 1941 coupe up on a lift that Nick was working on for a friend. While several members studied the underside of the '41, others investigated the artifacts found scattered around this very interesting part of the facility. Nick, as most know, is an auctioneer and after seeing the very unusual collection of car "stuff", one can't help but come to the conclusion that Nick must have an unfair advantage in pursuing his hobby! Every shelf, cabinet, wall and ceiling had collectibles hanging, perched, placed, standing or stuffed with really neat goodies. Just when it seemed that everyone was satisfied with digesting all that was offered, Nick led us into area II. "WOW" was heard several times over as we entered a very large space which housed well, I was so overwhelmed I didn't count, but there were quite a number of interesting vehicles of all different makes and models such as a Chevy Ute, Corvair, Harley with side car, MG, Falcon, and a Ford hot rod, etc., etc.. The surrounding area also had it's share of interesting automobilia.

But then we were treated to the very pinnacle of the tour as the door opened to reveal the main attraction. A '35 Roadster and '40 Convertible shared the carpeted floor with several other rare cars. The room was filled with display cases featuring many novelties- many from the Arrington family's past. Cliff Green would have been in heaven had he not been in Florida during the tour since Nick had a collection of automotive garage support equipment, second to none. Signs, oil cans, tune up devices and everything in between filled all available space, giving the area a very special ambiance of a period gone by.

Although every garage we visit is special in its own way, this one was spectacular. Thanks to Nick and Kathy for their hospitality and their contribution to the club.



BACK PAGE PICTURE

The picture of Dave Blum and the Editor was taken at the Amelia Island Concours in March. It is interesting that no club member owns a 46-48 woodie – the most productive years of Ford's station wagon.

BTY –Ken Brown's '42 wagon sold for \$42k and went to Calif. Mary Brown was disappointed that it did not stay in the club! A great buy, I think. *Editor*

CLUB CAR ANALYSIS

Editor

The club fleet continues to grow! 162 cars and trucks of all types vs. 156 examples in 2004, 135 for 2003, 113 for 02 and 119 for 01

- The most popular year continues to be the 1940 with 27 cars or 16.6% of the total. 1936 next with 15 = 9.2% 1941, a growing group, with 14 = 8.5%
- The fewest are the 1952 with one, and 1933, 1937, 1942 and 1949 with three each.
- There are 24 commercials including an ambulance, hearse and a tractor.
- 12 woodies are on the list – 4 with two owners!
- We have 8 Mercurys and 13 Lincolns
- 41 (25.4%) of the cars are open and 32 are coupes.
- 48 (45%) of our members own 2 cars (hobbyist), while 20 own 3 or more (collectors).

MEMBER ROSTER

The current member roster will be emailed to the 62 electronic types in .Pdf format and will be inserted (at extra postage) for those with snail mail. Downloading the VC saves the club \$275.28 a year in postage. If you are not on the email list you are missing the speed (five days earlier) and the color.

CAR SHOW UPDATE

Dave Westrate

Now, listen up all – the spring Fairfax Car Show will occur on **May 21, 2005** at City Hall, Fairfax City, 10455 Armstrong Street. We must try to build on the momentum of last year's new location and get out all the cars we possibly can. Registration brochures and advertising posters will be available at the next membership meeting.

Our partners again this year are the City of Fairfax, the Downtown Fairfax Coalition, NOVA Automobile Program and the Lions Club.

Last year we had over 100 cars and a lot of interest. Let's build on our success by recruiting your old car friends to bring their vehicle and the rest of your friends to attend. The band will be back as well. Please plan to pitch in on the various jobs on game day. Because, if we each do a little, together we can accomplish a lot!

FOR SALE/WANT

Nation Meet Raffle -The Georgia Regional Group #24 is conducting a raffle to help sponsor the 2005 Eastern National Meet at Hiwassee, GA. Raffle prizes are two Ford V8 engines, one model 8 BA and one model 59 AB. Tickets are

selling for \$1.00 each or six for \$5.00. The Georgia group has provided us with a modest supply of tickets – 60 for each engine. Club Secretary Jim La Baugh will bring these to the next club meetings. Written details on the raffle will be made available at that time. So if you are interested, check with Jim La Baugh.

Wanted - Ford Sales and Service glass globe, approx. 14" for gas pump. Jason Javaras 540-786-5819.

Wanted: I am looking for a steering wheel, horn rim, black wall tires, 6/70x15 and other misc. parts for the newly purchased 1953 4 door sedan. Tom Shaw 703-771-9374

For Sale: 2000 Mustang, Black Coupe. Less than 18,000 miles in perfectly pampered condition. A/C, PS, PB, A/T w/cruise, AM/FM Cassette/CD, and gives 27 mpg highway (honest, it does!). The 2005 has been delivered, and this one has to go (sigh, weep). CarMax offered \$7600 on a trade and you know they will sell it for at least \$2000 more than that. Can you beat CarMax? Either way, it won't be here long, so call Don Lombard at 703-690-7971, or don.lombard@verizon.net.



AMELIA ISLAND CONOURS

Editor

This year, during the second weekend in March, the 10th Annual Amelia Island Concours D'Elegance at the Ritz Carlton was held in perfect weather. The club had seven members who were present – the Editor & Sandra, Dave & Norma Blum, Ray & Phylis Kunsman, and Ken Gross.



The reason Ken has a jacket on in this picture is because he was a judge (also at Pebble Beach)!

The 250 cars of all varieties were displayed on the 1st and 18th fairway of the Ritz Golf Course. Several Fords were included in this invitation only event: a '47 Woodie, '39 Merc Convertible and a '38 Ford dirt track racer, also a '41 Linc Continental.

This is a classy event and has now become the "Pebble Beach of the East". Dave Blum is going back!



V8 CALENDAR NVRG



- April 12 **Membership Meeting** Presentation by member Dick McIninch of the Auto Appraisal Group -
Reasons to have your car appraised and how they do it.
Refreshments: **Steve Pieper**
- April 23 **4th Annual Poker Run** - see details on page 7
- April 21-23 **Spring Carlisle**

- May 7 **May Tour** - Willowcroft winery tour and picnic - see page 7 for details
- May 10 **Membership meeting** Back by popular demand "SHOW & TELL" Refreshments: **Don Lombard**
- May 14 Winchester
- May 21 **NVRG ANNUAL CAR SHOW**, Fairfax City Hall

- June 1-5 EFV8C Central National Meet, Ailene, TX
- June TBA **June Tour** NVRG night at the drive in movies
- June 3-5 All Ford at Carlisle
- June 4 & 5 Virginia Wine Festival -Contact 800-520-9670 to reserve space. Free admission, two wine glasses,
unlimited wine tasting, one bottle of VA wine per car. Historic Long Branch, Millwood , VA
- June 14 **Membership meeting** Lincoln H-V12 John Sweet & Chad Coombs Refreshments : **Bob Burke**
- June 19 Sully
- June 21 - 24 Eastern National V8 Meet, Hiawassee, GA

- July 10 National Capital V8 Annual Car Show, Brookville, Md.
- July 12 **Annual Club Picnic** - Nottaway Park, Vienna
- July 28-30 EFV8 Foundation "Auburn Motorfest", Auburn, IN

- August 9 **Membership Meeting** - Review of Eastern National Meet Refreshments: **Dave Gunnarson**
- August 13 Fredericksburg AACA - Jason Javaras 540-786-5819

MAY MEMBRSHIP MEETING

Member Dick McIninch of Nellysford, VA will be at our meeting to give a presentation :



"Auto value and the Need for Appraisals"--will be the subject of my presentation. I will explain **Auto Appraisal Group's** method of arriving at the latest value of your collector car, what diminished value is and why an appraisal is important to you.

My background is an AACA Senior Master Judge, an Early V8 Judge, Chief Judge for several car shows and over two years experience as a trained appraiser. I was one of a team that appraised Chip Miller's Corvette collection.

Refreshments: Steve Pieper



**BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP**



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Tours: Greg Mensinger	703-893-5644	Newsletter: Cliff Green	703-426-2662
Past President: Steve Pieper	703-860-2801	Web master: kenb@headstartinfo.org	

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 alternate sites. **SEE YOU THERE**



FIRST CLASS MAIL

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