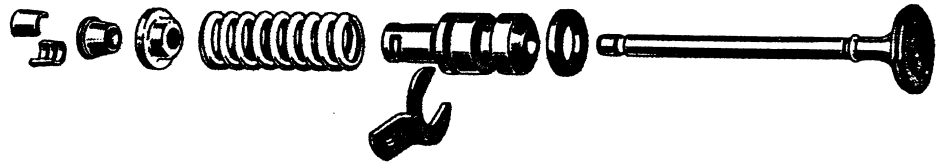




Valve Clatter



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

NEW WEB ADDRESS: www.nvrg.org

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Jim La Baugh Editor

Butch Myrick – By Al Edwards

Sadly, the Early Ford V-8 Club, the Northern Virginia Regional Group and the AACA have lost one of their own. Our friend and fellow club member, Jerrel Wenger “Butch” Myrick died, after losing his battle with cancer, on January 28, 2008 at his home in Stephens City, VA. His life-mate, Frances C. Jenkins, and members of his family were with him to the end. He was 65 years old. He is survived by Frances and a loving family of four Sisters, two Brothers and many Nieces, Nephews and Cousins. One of Butch’s brothers and three of his sisters live in the area, so Butch did not lack for the support of a loving family here. His first wife, Judy C. Myrick, had preceded him in death on February 7, 1991.

Butch’s funeral was held at Jones Funeral Home, Winchester VA on Saturday, February 2, 2008. He was interred after the services at nearby Mt. Hebron Cemetery. Club members Steve Pieper, John Girman, Frankie Martin, Dave Westrate, Bob Helms and Allan Edwards served as pallbearers with immediate family members serving as honorary ones.

Those of us that knew Butch knew him an technician and lifelong automobile restorer. Koons Tyson’s Toyota in Tyson’s Corner field was apparent from the fact that he way, every day.

Butch’s two cars, a 1946 Green Ford V-8 Impala, had been proudly restored by Butch in the Washington Times “Out of the Past” usual or nicely restored vehicles. The unknown to bring it to our monthly meetings for introducing non-flathead “foreign

It was no secret that Butch was very proud little-known fact that he bought it from his the Ford that Butch showed me were almost it was a true labor of love and he worked ex-“show” condition. I had first met Butch ation Center meet in McLean Virginia. He was the same, affable person then as was known to be with the club in recent years. He patiently showed me around the ‘46, and opened doors that I did not dare to touch, so I could see inside more clearly. Butch and his Sedan Delivery seemed really special – it was one of the most wonderfully restored vehicles I had ever seen, and I shot many pictures, perhaps hoping someday that my ‘51 Panel Truck could look that good. Butch also suggested at that time that I become an Early Ford V-8 and NVRG club member, which I did, and have, thanks to Butch, encountered a literal “candy store” full of other wonderfully restored vehicles as well.

The “‘46” -- as he and his family called it -- continue to be maintained in pristine condition by Butch so he could show it proudly at the many meets he and Frances attended. He was a regular at Hershey and would always put the “‘46” on display. Butch received a long list of honors for his Ford, including a *Dearborn* award, a subsequent *Dearborn Emeritus* awarded at the 2007 Eastern Regional Meet in Fairfax, VA, and numerous other local and AACA awards. Last year he went through the Sedan Delivery again and repainted it even though it was a consistent *Dearborn* and AACA winner – he was a true perfectionist in this regard. At the most recent (2007) Eastern Regional meet, there was Butch and Frances, sitting together only partially shielded from the hot sun, ready to say hello and discuss the details and the history of the “‘46” to anyone who stopped by.

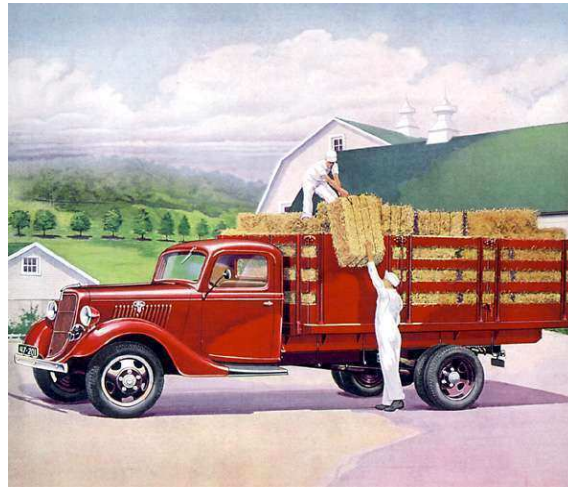
Butch’s enthusiasm for antique automobiles, for showing them, and for the fellowship of the NVRG was genuine, as was his friendship with all of us. Our lives were truly enriched by Butch’s presence, and we hope he is now at peace up there in “Ole Car Heaven”. He will be sorely missed.



affable and extremely talented automobile He was a long-time automotive technician at VA, and his dedication to the automotive drove to and from work, two hours each

Sedan Delivery and a White 1959 Chevrolet and each had been featured at different times section of that paper - reserved for truly unpala was more of a driver, and Butch was in Vienna. We sometimes chided him gen- equipment” into the parking lot.

of his rare and unusual Ford V-8 and it is a Dad at the age of *sixteen*. Early pictures of appalling. The Ford was a mess! Restoring tremely hard for many years getting it to some years back at the Spring Hill Recreation Center meet in McLean Virginia. He was the same, affable person then as was known to be with the club in recent years. He patiently showed me around the ‘46, and opened doors that I did not dare to touch, so I could see inside more clearly. Butch and his Sedan Delivery seemed really special – it was one of the most wonderfully restored vehicles I had ever seen, and I shot many pictures, perhaps hoping someday that my ‘51 Panel Truck could look that good. Butch also suggested at that time that I become an Early Ford V-8 and NVRG club member, which I did, and have, thanks to Butch, encountered a literal “candy store” full of other wonderfully restored vehicles as well.



February 2008

Sadly, I must begin this message with the news of **Butch Myrick**'s passing. Butch exemplified the spirit of our club with his enthusiasm, for our V8's, participation in club activities and a willingness to lend a hand to help others. He was a presence at Hershey too, proudly displaying his beautiful '46 sedan delivery in the Chocolate Field for many years. Butch will be missed.

Be sure to note that the next membership meeting has a new date because of the Tuesday elections, our February meeting will move to **Wednesday, February 13, same place; Nottoway Park, same time; 7:00 pm.** **John Sweet** has arranged a model car display and social event for this meeting. There will be prizes and awards, so bring your favorite car model and have some fun.

Membership dues for 2008 are now overdue. If you haven't renewed, please get in touch with **Jim McDaniel**, or this will be the last Valve Clatter you receive.

Ken Burns has been busy updating our web site, check out his handiwork at www.nvrg.org. If you have information about yourself or your vehicle that you would like posted, let Ken know. The "Members" page is a great resource for photos and information about your fellow club members. Ken also has a few 2008 calendars left, but they soon will be gone.

The Board of Directors has been busy planning this year's tours, programs and special events. It promises to be a great year, so get your V8 ready to roll, or bring the modern iron, and come join the fun.

This month's garage tour is being arranged by Tom Shaw and will feature two locations; a nice garage and a big building full of old cars for sale. See the details inside this issue.

Don't forget, our next meeting is **WEDNESDAY Feb. 13, 7 pm, Nottoway Park!**

Yours in V8ing,

Dave

[The New Oils and Ethanol in our V8 – Our topic at the January Meeting.](#)

Cliff Green

The guest speaker at our January meeting was Dennis Smith, Technology Deployment Manger in the DOE. His wife Linda was in attendance along with 29 members. He deals with alternative fuels. Dennis is also an old car hobbyist.

Dennis opened his talk about the effects of ethanol (E10) on our Early Fords. Cars since the late 80's were designed to run with ethanol fuels. E85 (85%) is being developed and will run fine in our modern cars – for a while. There will be no restrictor in the gas filler tube to prevent you from using this new fuel, like the leaded gas into unleaded only cars. So, when it becomes available you have to be more careful at the pump.

E10 washes out the engine and fuel system removing varnish and build up since it contains alcohol. It is necessary to change fuel filters more often. We are putting new gas through a system that was not designed for it. Gaskets are not alcohol tolerant along with rubber parts. Dennis suggests that we stock up on carburetor kits! He says that cork gaskets hold up fine and leather is robust. E10 is high performance and give controlled burning and thus reduces spark knock.

Fuel stabilizer is not as effective in E10. The alcohol in E10 conducts electricity, thus dissimilar metal parts are affected by electrolysis. Keep a special eye on the electric fuel pumps which can corrode and their rubber hoses for deterioration. E10 causes harder starting in cold weather.

Dennis recommends that we have to step up our preventative maintenance, unless we live beyond the metropolitan region which does not have E10.

Dennis then passed two hand outs around. One, the American Petroleum Institute (API) "Motor Oil Guide"(available www.api.org) and the other from the "Self-Starter", Sept 2007 of the Cadillac LaSalle Club (www.cadillacclasalleclub.org) "The New Oils – A severe problem for older cars". He explained about the symbol "donut" on all oil products. What is important to us is the service category in the upper band – the last two letters beginning with S. The remainder of his talk was about the effect of the newest oil, designated SM.

The SM oil has the level of ZDDP (zinc-phosphate) significantly reduced. These additives were taken out because of the new catalytic converters that improve emissions. ZDDP provides protection to parts that

experience high pressure levels – in our cars that would be the contact between the tappet and the cam.

Dennis recommends that we use oil that is lower in the alphabet service category than SM – SL, or lower. The article in the Cadillac magazine article, which he thinks gives the best description of the problem and solutions, recommends oils like "Cenex", available from a farm supply, or some racing oils, such as Valvoline VR1 racing oil. The GM additives mentioned in the article are no longer available.

The members had many question for Dennis which he cordially answered.

Dennis Smith is a neighbor of Dave Westrate and we want to thank them for coordinating this fine presentation.



[Are the New Oils Really a Problem for Our Early Ford V8's?](#)

By John Girman

Last month, the speaker at our meeting passed out an article on the new formulation of oil with the rather alarming title: *The new oils---a severe problem for older cars.*

In this article, I'm going to offer a different perspective. This perspective is based upon the year or two that I've been tracking this issue. It's true that ZDDP levels are being reduced in motors but it isn't necessarily true that we need to be alarmed about the impact of this reduction on our early Ford V8's. First, I'll describe ZDDP, why it's added to oil, along with a brief history of ZDDP in motor oils and why some people are concerned. Finally, I'll offer opinions on what this means to our early Ford engines and what actions you could take. (continued on page 4)

What is ZDDP and why is it in motor oils?

ZDDP (also referred to as “zinc” or ZDTP) is the acronym used for zinc dialkyldithiophosphate. ZDDP is used in motor oils to inhibit oxidation of oils and to reduce engine wear. We are concerned here primarily with its antiwear properties. Surprisingly, the exact way in which ZDDP prevents wear is not known. One thought is that when part of a modern motor oil, ZDDP plates out on the engine’s iron surfaces, including bearing surfaces and cam surfaces. If a surface gets very hot, as happens when there is a large amount of friction, the weak sulfur (or thio) bond is broken. This causes zinc or zinc phosphate to be plated out on the bearing surface so that the zinc or zinc phosphate becomes a sacrificial metal or salt. This means the plated-out zinc or zinc phosphate is worn away rather than the bearing surface. It’s easy to see why it is desirable to have ZDDP in a motor oil.

However, ZDDP does have some undesirable properties. Surprisingly, it increases friction, not a good thing for a motor oil. In addition, because it plates out on surfaces and the residual phosphorus leaves an ash, too much ZDDP can foul spark plugs, oxygen sensors, EGR valves and catalytic converters. Thus, as with most additives found in modern motor oils, the use of ZDDP must be balanced by the amount of other additives. In the case of ZDDP, it is especially important to have neither too much nor too little detergent in the oil. Finally, too much ZDDP can attack the boundary grains of iron. (I have also read in several places but cannot confirm that excess ZDDP can produce sulfuric acid as it breaks down.)

So what is the history of ZDDP in motor oils?

ZDDP was first used in motor oils developed for aircraft engines around 1942. Oils with a phosphorus level in the 0.03% range (or 300 ppm phosphorus by weight) were able to pass a corrosion test introduced in 1942. Many of these engines were air cooled, run at high rpm’s and at high loads, i.e., conditions fairly different from how our flathead engines were designed and operated. Around 1947, ZDDP was commercialized for automotive use.

In the mid-1950’s, the phosphorus level from ZDDP was increased to about 0.08% to deal with the friction caused by the use of high-lift camshafts, which increased the potential for scuffing and wear. (Recall that the Ford overhead valve Y-block engine introduced for the 1954 model year, initially had problems with excessive wear of the valve train.) At this time, new tests of valve-train scuffing and wear were developed by the automotive industry.

Also about this time, the industry discovered that more ZDDP was not better. Although using more phosphorus reduced scuffing at break in, longer term wear increased at phosphorus levels above 0.14%. In addition, at levels of about 0.20% phosphorus, the ZDDP attacks the grain boundaries of iron, which can result in camshaft spalling.

Oil thickening emerged as a problem in the 1960’s with the higher heat of high-load engines, e.g., those in muscle cars. Oils were oxidizing and thickening to the point that engines could no longer

pump it. In response, more ZDDP was added to motor oils as an inexpensive antioxidant, raising levels of phosphorus to about 0.10%.

However, it has been found that ZDDP causes problems with the longevity of the catalytic converters used for emission control in modern cars. It poisons the catalytic converters and the residual ash, caused by ZDDP combustion, clogs them. With cars lasting much longer, the US Environmental Protection Agency began restricting the amount of ZDDP in motor oils. The eventual goal is to have catalytic converters last for 150,000 miles by 2009. Ironically, the long lives of modern engines, caused in large part by modern motor oils themselves, meant that the oils had to be reformulated. This reformulation has occurred over several years. Since modern cars have roller lifters or tappets, lower levels of ZDDP are not a problem for them. Most of our flathead engines have been operated since 2001 using motor oils with lower levels of ZDDP.

Using data supplied by the oil industry, we can list the approximate recent levels according to year.

API Designation	Year	Percent Phosphorus
SH	1996	0.120
SJ & SL	2001&2004	0.100
SM	2005	0.080

The level of ZDDP in motor oil with the API designation of SM is about the same as was used in the latter part of the 1950’s. Our flathead engines are not experiencing reduced levels of ZDDP. Instead they are experiencing higher levels than were present in motor oils when the engines were new.

In addition, it is not true that older engines have not been considered in the reformulation. Because backward compatibility is important, the oil industry has developed other types of antiwear and antioxidant additives to compensate for the lower amount of ZDDP in motor oils. These additives are now being used in current motor oils. It appears that these additives are based upon boron and/or molybdenum.

In addition, two tests (also known as sequences) of motor oil, while not using flathead engines, do use engines with valve trains that do not contain roller followers (i.e., the engines had followers with sliding friction, just like our flatheads). Sequence IVA uses a single overhead cam engine with slider finger followers to test for camshaft scuffing and wear. Sequence IIIG uses a V6 engine with a flat-tappet system to check cam and lifter wear.

So What’s the Problem?

There have been many reports of catastrophic failure of valve trains in the last three years or so. Most of these appear to have occurred in newly rebuilt engines with overhead valve engines equipped with flat-tappet lifters, i.e., not equipped with roller tappets. However, as you might expect, most of these engines had much stiffer valve springs than found in our flathead engines. Our ’32-48 flatheads only have 37 lb. valve springs and the ’49-53 flatheads have 39-40 lb valve springs as originally equipped. Crane Cams suggests using valve springs rated at 85-105 lbs for mild street-type flat tappet cams. (continued on page 5)

For more radical street and race applications, they suggest springs rated at 105-130 lb. These valve springs create a lot more friction than those found in a stock flathead Ford engine.

Over about the same period that ZDDP was being reduced in motor oils, many U.S. suppliers of flat-tappet lifters reduced capacity or closed production. As a result, many engine rebuilders of high performance engines turned to lifters made by off-shore companies. Reportedly these valve train components too often used inferior metallurgy, poor finishes and improper radii. (They were, however, affordable and available.)

Some other engines did not have catastrophic failure but instead suffered non-catastrophic failure. Their valve train components simply wore at an alarming rate. Reports for this type of failure occurred in older pushrod, air cooled Porsches and motorcycles, which is not really a surprise when you consider that ZDDP was originally developed for air-cooled engines. Air-cooled engines can have more stresses due to the fact that, compared to water-cooled engines, their operating temperature is more variable and engine tolerances are often larger to account for more thermal expansion.

The article I mentioned at the beginning of this article had a chilling story of a 1946 Cadillac with a flathead engine. The bronze gear failed very quickly when operated with a SM oil. However, attributing this to the lower ZDDP levels in the SM oil is incorrect for several reasons. First, the sample size was simply too small to draw conclusions, i.e., there were too few tests of too few bronze gears. Second, most commercial oils in 1946 didn't have ZDDP. If reduced ZDDP is a problem, certainly all 1946 Cadillac engines would have failed quickly. Finally and most convincingly, ZDDP does not act as an antiwear additive for bronze metals. Remember it acts only on metals containing iron. Something else had to be responsible for the bronze gear failure. In my opinion, the bronze itself is suspect. The machine shop that made the gears did not follow the specs for the original bronze gear. Instead, they "found material that they felt would be satisfactory." I suspect those materials were not satisfactory.

What does this mean for our flathead engines?

Unfortunately, there is more opinion than hard data on this subject (and that includes this article). This makes it especially important to check what facts we do have:

Fact: The motor oils used by our flathead engines when they were new did not have ZDDP. Our engines lasted a long time while using oil with no or low ZDDP.

Fact: While ZDDP is reduced in current motor oils, it is still about the same level that was present in the mid-1950's, when the heavier valve trains of overhead valve engines required it. And those levels of ZDDP solved that problem.

Fact: Most of the catastrophic failures of valve trains occurred in newly rebuilt engines with flat tappets during a period when many cams of suspect quality were supplied by off-shore manufacturers.

Fact: Despite several years of use of the newly formulated oils, there have been no wide-spread reports of failures of valve trains in our flathead Fords, in contrast to what you would expect if there were a severe problem with these oils.

Fact: The oil industry strives to make oils backward compatible and there are two sequences with engines somewhat similar to our engines in terms of flat tappets. All of the current oils with the SM designation must pass this test.

To me this all suggests that unlike the muscle cars of the 60's and 70's (or perhaps hotrodded flathead engines), our stock flathead engines are not likely to have problems with the current oils. However, some people have begun using diesel motor oil and racing motor oils. This is problematic for two reasons. The first is that these oils have very different additive packages that are not designed for our engines and the way we use them. Diesel oils tend to have very high levels of detergents, much higher than are appropriate for our cars. These levels of detergent can block or clean anti-wear films from metal parts. In contrast to this, racing oils tend to have less aggressive detergent packages. After all, the oil is changed after each race and, in many cases, engines are torn down after a major race and all parts are checked for wear. I don't know of anyone that operates their flathead this way.

Others have turned to ZDDP additives, especially GM's EOS. This was a short-lived solution because GM stopped offering it in 2007. However, there still appears to be one additive that is available thru the internet, ZddPlus. Anyone thinking of using it should be aware that trying to improve on the additive package found in current motor oils is likely a futile project for an amateur. Recall that there are problems with too much ZDDP and that detergent levels must be appropriately adjusted for the amount of ZDDP. Although I'm a chemist, I wouldn't attempt to improve on the current oils through the addition of additives. Oil companies develop additive packages for their motor oils by running a multitude of tests at a significant cost.

Instead, because our information is incomplete, I'm going to continue to monitor information about ZDDP and motor oil as it becomes available. At the same time, I will use the current formulation of motor oil in my flathead. Some may decide to pursue other solutions and I would not presume to tell someone what they should do with their engine. As they say, "You pay your money and you take your chances."



A premium multi-grade oil, providing all-season protection with exceptional fuel economy.

1938 Big Truck Salvage

by Dave Gunnarson

One day about two weeks before Christmas **Eric Sumner** sent me an email with a note about a 1938 1-1/2 ton dump truck for sale posted on the dc.craigslist.org website. Eric knows my weakness for big trucks and the next day I was emailing the address on the ad to find out more about the deal. For those of you that don't know your Ford history too well, 1938 was a special year for Ford. I believe they were the only truck manufacturer to exclusively use mechanical brakes. All of the other makers had switched to hydraulic brakes. Ford truck sales that year showed the wisdom, or lack thereof, by plummeting to it's lowest point since 1933. After averaging about 250,000 truck per year from 1935 through 1937, sales dropped 40 percent to just over 150,000. For this reason, one sees fewer of the 1938 models than other years.



The seller sent a few photos along to show the condition and based on those photos I was tempted to pass on it and forget all about it. The truck had been outside in the Virginia elements for more than 20 years, covered in vines and looking more like rust than anything else. Since it was located in Great Falls, I decided that I just couldn't pass and went to take a look the following day. The truck was actually in worse condition than the photos presented. Vines and weeds covered the entire front end and cab, one wheel was off and most of the metal was paper thin. I decided that it just wasn't worth much effort. The seller indicated that all he wanted out of the deal was the scrap metal value, maybe a couple hundred dollars. I said that I would only be interested in a few nuts and bolts and possibly some other small parts. A few days later he said to take whatever I wanted as the truck had to go in a week or so because the land was going to be developed.

It turns out that this truck was used as a parts vehicle for new club member **Wayne Foley**'s restoration of a similar 1938 1-1/2 ton dump truck. His son **Shawn** was the person in charge of clearing the land and getting rid of the truck, along with a house and an old construction trailer too.

Eric Sumner and I agreed to meet the following Saturday to see what we could remove that could be used on other projects, after all, how often does an early Ford truck happen to be sitting in your neighborhood? Sitting for so long in one spot promoted a

lot of rust and some interesting vegetation effects. One vine grew up between the transmission and the frame into the cab, then out through the windshield and up over the cab roof. A holly tree completely blocked access to the drivers' side. After an hour of removing vines and cutting away vegetation, it was obvious that none of the sheet metal was salvageable, so I began in the engine compartment. The cast iron intake manifold came off in one piece and the fuel pump stand seemed to be the only really salvageable part. I found a few screws and bolts and decided to remove the steering column since the original Hurd key was still in the ignition and it seemed a waste to have that all melted down. If you know anyone that would like to have it, let me know. I also removed what remained of the grill to mount on the wall of my garage as an art piece and the radiator that someone might want to use. The one item that I really did want was the ring and pinion gear but that meant that the rear end had to come out. After blocking up the frame, unbolting the torque tube, cutting the brake rods, brake cables, wishbone and a few bolts, it dropped to the ground. Eric and I levered it out from under the truck and I split it open to save the gears for a future project. Somehow we managed to hoist the axle halves into the bed along with all the other metal scrap and left it for the smelter.



There were a couple of surprises. The first surprise was that the dump bed mechanism worked just fine. A few spins of the hoist screw and the bed began to rise. The dump mechanism wasn't salvaged. The other surprise was when Eric took a wrench to the crank pulley nut, while I joked that he had to be kidding to think it would spin. Sure enough the engine spun just fine and the oil pan was full of oil with no signs of water. Eric removed one head and seemed to think it was a solid engine. Neither he nor I had the time or space to deal with it, so a note went out to the NVRG membership that a decent 59 engine that would be a good candidate for a re-build was available, but would require someone to act fast. The day after Christmas **Barry Frise** took up the challenge and was able to unbolt the engine mounts and remove the remaining bell housing bolts, but the rain came down and put a halt to the party. The next day **Shawn Foley** graciously lifted the engine out of the '38 with his Bobcat and placed it in Barry's pickup truck. Without Shawn and his Bobcat that engine would not have been saved! When the engine was removed the old truck tipped backwards and pointed to the sky as if to indicate that it was ready to fly away. So another old Ford bits the dust. A sad end to a proud truck, but at least the donated parts will find good homes and live on for a lot longer. (continued on page 7)



Barry's engine, safe at last. The old '38 is ready to fly!

Wayne and Shawn Foley would appreciate any insight any member may have as to the purpose of a thin metal rod that comes out of the transmission of their truck next to the standard gear shift rod. It's similar in length to the gear shift rod, just much thinner, and it doesn't appear to do anything within their restored truck's transmission. The rusty '38 had this same rod sticking out of its transmission too, but removing the engine didn't reveal what the rod could have been used for. Did these transmissions have some sort of high/low range gear, or was it for something else?



Wayne's restored '38 short wheel base dump truck.

Spring Covers for Your Ford

by *Maurie Roesch*

The 1940 Ford Deluxe automobiles were manufactured with spring covers. The intent was to provide a quieter and more comfortable ride. These same type spring covers are required on several other Deluxe model years. Over time many of the spring covers have been lost or removed from the vehicles. The restoration of the spring covers might follow several paths: find used ones (almost impossible), purchase NOS items (extremely difficult to find) and fabricate new spring covers. This is the problem and options that I faced in restoring this item on my 1940

Ford Deluxe convertible. The first two options were explored with some vigor but did not produce any worthwhile results. The decision was made to pursue a fabrication and install approach for the spring covers.

The Internet is a wonderful creation. During the past fall, I monitored several Early Ford V-8 websites and finally identified a gentleman who possessed a great deal of knowledge about spring covers, chassis and 1940 Fords in general. This was Mike Kubarth of Racine, WI at (262) – 552 – 8989 and MTEHC@aol.com. Mike has a very broad range of mechanical skills and is well versed in restoration procedures having restored several '40 Fords. He identified to me a gentleman in California who actually has developed a process to fabricate the '40 Ford spring covers. This was Dan Schwartz of Fair Oaks, CA at (916) – 962 - 3521 and dnlswchwrt@aol.com. Dan is also very knowledgeable about '40 Fords and has restored his own 1940 Ford Deluxe convertible. He has designed a set of templates for the spring covers, transfers the design to appropriate sheet metal and then has the covers cut out using a laser. During October and November 2007, I had many phone conversations and exchanged numerous Emails with Mike and Dan. Both of these gentlemen are very friendly, forthcoming and extremely helpful. The decision was made to go with Dan and Mike to fabricate and install the spring covers.

The front and rear springs were removed from my '40 Ford by the Classic Car Center in Fredericksburg, VA at (888) – 370 – 4474 and info@classiccarcenter.net. The springs were shipped by ground transport to Mike's shop in WI. Mike inspected, disassembled and began preparation work on the springs. The front spring was found to be not correct and was replaced by a NOS front spring purchased from Little Dearborn Ford Parts. Dan fabricated the front and rear spring covers in CA and shipped them to Mike in WI. Mike had the main leaf of each spring media blasted and painted as required. He stockpiled the correct NOS spring shackles, NOS spring shackle pins and other required items. Mike then assembled and properly lubricated the spring leaves while he integrated the spring covers into each spring. The completed springs and spring covers were then prepared for shipment back to VA. Please see the attached picture of the front spring including the spring cover ready for shipping. The springs were shipped back to VA.

The springs were then reinstalled in my '40 Ford at the Classic Car Center in Fredericksburg using the proper spring spreader. This was a non - trivial task as the correct NOS shackles were somewhat shorter than the incorrect shackles that had been on the vehicle previously. This entire process took about six weeks. The result with the correct spring covers in place on the '40 Ford was certainly worth the effort.



V8 EMAIL

Bob Belsley

Type in 1932 ford and see the first one that pops up.

<http://www.oldride.com/index.html>

Here is a neat 1950 Ford for sale in Virginia just listed on Craig's list a few days ago. Don't know if he is a member.

<http://washingtondc.craigslist.org/nva/car/558863202.html>

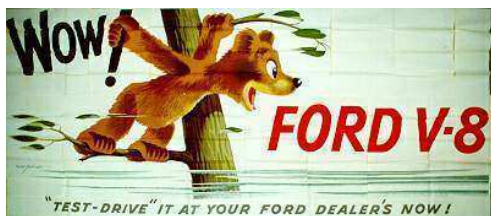
Mike Prater

I am presently in the process of basically restoring my 1932 Ford Three window Coupe. It is totally apart and is being painted. While that is being done I will be working on the chassis, transmission and rear end. I'll keep you posted as to my progress. John Ryan has been a big help to me as he will be doing one too. We share information.

In the meantime I am looking for a 1948 to 1950 Ford three speed, light duty truck, top load shift lever for my 1939 transmission case. While I was in Ohio on family business I dropped in to see Mac Van Pelt in Cincinnati at his shop. He is a dealer in Early Ford Transmissions and parts. He was a wealth of information. I spent two hours there getting the parts I needed for mine. For the correct look he said I needed the above mentioned shift lever. So I will check with the club first to see what results I get. My e-mail address is michael6225@comcast.net.

Clem Clement

Today I was going thru some of my Mother's records about Camp Ockanickon in New Jersey. She ran the girls camp in 1933/34. For some reason, in her note book was the invoice for her car. Daddy was a salesman and bought a new Ford every 2 years (During his lifetime he bought 25 straight Fords from the same dealer.) Mother got the old Ford and they traded in Mother's. So in 1934 Daddy paid \$528 for a Model 40, 1934 Ford Deluxe Phaeton (#18-945669). Mom traded in her old rag top: 1931 Model A Deluxe Roadster. Actually the dealer (Daddy's high school chum) gave him \$178.50 allowance on the old roadster. Anybody got old #669 or Mommy's old rag top? Clem Clement



WANTED

Looking for a rear stabilizer bar, and shock brackets:

Gentlemen: I am looking for a '42-'46-'47-'48 Ford rear stabilizer bar and, if possible (but not essential), the requisite attachment brackets.

I am also looking for a set of four shock brackets (two front and two rear) to use to fit telescopic shocks in place of the original lever shocks on my '42 woodie.

Can anyone help? Thanks and best regards, *Ken Gross*

Info on 53 Indy pace car:

Fellow club members: I recently purchased a 1953 Ford Conv. I would like to clone the car as original as possible to the 53 Indy Pace car. I am looking for as much information as possible, regarding details of the car - e.g. exterior & interior paint colors & any special features that were specific to the 53 Indy Pace car.

Thanks for any assistance. Anyone wishing to contact me off list - my email address is: macsgarage@hughes.net
Ben McDonald

Latter moded-8-BA style-Fan and hub assembly:

Looking for a latter model-8-BA style-Fan and hub assembly-The style that has an oil reservoir in it-not the style that has the sealed water pump style bearing arrangement. Also-can anybody tell me the difference in those 2 styles? Was one intended for trucks? Thanks
Nick Arrington

WELCOME:

Let's welcome The following new members:

Bruce and Nancy Valley
9433 Forest Haven Drive
Alexandria, VA 22309
703-360-1726
brucevalley@earthlink.net
1953 Country Sedan Wagon

Wayne F. Foley
1131 Walker Road
Great Falls, VA 22066
703-759-6880
waynefoley@foleyhomes.com
1938 1 1/2 Ton Dump Truck (See page 7)

FEBRUARY CLUB MEETING - WEDNESDAY,
February 13

Program by John Sweet

For the February meeting, the Northern Virginia Regional Group invites you to a very special evening... Our very first

**Sweet Hearts Miniature Car Show and Soiree +
Hawaiian Shirt Night!**

So what is it all about? Well, it's a laid back evening of fun, food, frolic, a "movie" Premier, and (we hope) huge display of those little itty-bitty cars that we've all collected and have been given over the years.



All we need you to do is come and bring your favorite model car (or cars!). While we think Flathead Ford V-8 models will be the entry of choice, they don't have to be. You may even bring a Chevrolet (gasp!?) if it is your favorite. Your model can be anything from an intricate Franklin Mint 1/18 scale model of your much loved Ford Flathead to a dearly loved toy car you had when you were a kid, or any kind of mix in between. We don't care what is as long as you bring it and it's something you are proud of, so don't be shy. Bring as many as you'd like. A roving team of judges will be appointed to pick out a few noteworthy models, but be assured that all will be prize winners!

In addition, the club members, family and friends will be treated to the grand NVRG premier of "**Paving the Way.**" This film starts and ends with Henry Ford and is episode 3 in the series ""E²," a PBS series produced by Dave Westrate's daughter Beth and the series is currently running on PBS. This episode examines the fact that "*In America, nearly 70% of oil is consumed by the cars we drive. Can efficient auto design mitigate the damage done by our beloved cars?*" Find out the answer when you come to the Soiree.

To make the evening that much more colorful, and to remind us that warmer weather and spring are just a few

months away, please feel free to wear a Hawaiian shirt. Be as gaudy and outrageous as you'd like. And if the shirt has cars on it, that's even better!

And if you are worried about leaving hungry, don't be, as the club will be providing sandwiches, soft drinks, and appetizers. So be sure to come to the **February meeting at the Hunter House stating at 7:00 pm** for a grand time, and for something just a little bit different. So, please come, bring the family and enjoy what should turn out to be a great evening of fun. See you there!

KEEPING WARM IN YOUR FLATHEAD FORD

At the January meeting, Art Zimmerli provided a show and tell about a gift he had recently received. It was a 50" x 60" woven car throw that reproduced the photo of his 1936 Deluxe Roadster that is featured in October of our club's 2008 calendar. There was so much interest in this product that Art kindly passed along the following information about the vendor and the product. The vendor, Rods catalog, sells mostly horse-related items. As demonstrated by Art at the January meeting, they also can produce a throw that features Flathead Ford V8 horsepower. Those who were at the January meeting know how impressive this throw looked. The throw is so large, there is not enough room in this month's Valve Clatter to reproduce a photo that does it justice. If you are interested in viewing a jpeg on your computer screen to see the detail, contact your editor, jlabough@verizon.net, and I will send you the jpeg of the photo provided by Art.

Those who might want to order, (1) you can call Rods at 1-800-325-8508. The item is W19234, woven cotton throw. You can also find it online at rods.com. On the web page, it is found by clicking on Gift Finder under the Shopping Services heading in the left column of the page. Once in Gift Finder, use the pull-down menu to select home in category 1, accessories in category 2, and over \$110 in category 3. Look for "**custom woven throw from your photo.**" The price is \$114.95. (2) When you place your order, you do NOT submit your picture at that time. (3) About 3 days after you place your order, you get information in the mail instructing you how to submit your picture. They offer different methods to submit your picture (e.g. digital via a web site, regular old prints via the mail). Instructions are clear and very easy. The critical piece of information is your code. This code tells the manufacturer that you paid the catalog company. (4) Delivery is in 6 weeks, but Art's arrived in 3 to 4 weeks, even during the holiday season.

OLD CAR AND TRAIN DAY - February 24

Fellow Clubbers, Sandy and I again would like to invite you to Old Car and Train Day at our home. With good weather, a good variety of antiques attend and it is a fun afternoon of meeting folks, enjoying the trains and cars and comradeship of our hobbies. *Sandy and Clem*

YOU ARE INVITED

TO OLD CAR AND TRAIN DAY

SUNDAY, FEBRUARY 24, 2008 - 12-5 PM

AT THE CLEMENT HOME
12106 GARY HILL DR
FAIRFAX VA 22030

Bring your significant other, kids, parents, and any other train, antique or old car lovers to join in the fun and fellowship of antique trains and old cars.

Weather permitting, additional antique cars may join us. New additions to the antique train collection are on display and some trains are under power. Bring "show and tell" trains, if you like, and we'll try to run them. If you have trains to be repaired, this is a good time to drop them off.

A favorite appetizer, finger food or dessert brought for sharing would be gratefully appreciated.

Directions: Take Route 66 West to Exit 55 (Fairfax County Route 7100) South to Braddock Road. Turn right toward Clifton/Centreville. Turn left at the first traffic light onto Colchester Road and go 2.2 miles. Cross Popes Head Road (Church on corner), turn left on Saddlehorn Drive (Through the brick entranceway into Colchester Hunt Village. Second right is Gary Hill Drive. We are the first house on the left.

Alternate route: Take Braddock Road West off the 495 Beltway. Travel west about 15 miles, cross under Fairfax Parkway and turn left at the traffic light onto Colchester Road and continue as above.

See you on Train and Old Car Day!

Sandy and Clem Clement
Ph. (703) 830-5597 C (571)-239-1701
Email: clem.clement@cox.net



FEBRUARY GARAGE TOUR - February 16

Tom Shaw has put together what promises to be a very interesting tour to kick off our 2008 touring season. Don't miss it.!

When - Saturday, February 16, 2008

Who/What/Where - In the morning, we will visit Bill Condon's garage in Lovettsville, VA. Bill is a Model A Club member and long-time friend of Tom Shaw, as well as a talented car restorer and builder. For those who are interested, in the afternoon we will also visit Bill Krens in Hillsboro, VA. Bill is a retired Air-Traffic Controller who has an extensive collection (100+) of "as found" '50's, '60's, and '70's collector cars that range in condition from parts cars to solid restorable examples.

Lunch - Magnolia's at the Mill in Purcellville, VA

Meeting place & time - Fair Oaks Mall at 9:00 am OR Community Center in Lucketts, VA at 10:00 am Sharp

Information/Sign-up - Call Tom Shaw at 703-771-9374 or Hank Dubois at 703-476-6919 for info. Call Hank to sign up if you plan to participate in all or only part of this tour.

CLUB DIRECTORY UPDATE

Our club directory is being updated by Art Zimmerli. The last directory, produced by Dave Gunnarson, was issued in the Fall of 2005. So, if you have any changes, mailing address, email address, vehicles, or would like to submit a new photo of your vehicle(s), or yourself, or your family, please let Art know (viewtown@cox.net). The new directory will be produced soon, so do not hesitate to update your information.

FOR THE LADIES

One of the recurring features in the periodical FORD NEWS were columns written by Dorothy Dignam and Margot Sherman. Many of these focused on fashions to wear, or accessories to bring when out and about in the Flathead Fords. Yet other articles focused on working women who used Fords to travel around the country to deliver the mail, or promote tourism etc. Also, as more and more women worked away from home, ads featured the women's point of view in terms of what they were looking for in vehicle purchases. The January 1940 issue of FORD NEWS quoted a women buyer about driving "Then I took the wheel - a clever two-spoke wheel with the Finger-Tip Gearshift right under it. I was amazed at how nicely it shifted. There is nothing tricky about it at all. It's just the regular shift turned on its side. And there is nothing in the way when three ride in front and I sit in the middle!"



NVRG Calendar



February

- Membership Meeting** – **PLEASE NOTE THAT THE MEETING IS ON A WEDNESDAY THIS MONTH** 7:00 pm @ Nottaway Park – Program: Sweethearts Miniature Car Show, Soiree and Hawaiian Shirt Night! – Refreshments: Jim
- 13** McDaniel/John Sweet - (program details on page 9)
- 16** **Garage Tour** – depart Fair Oaks @ 9:00 for Bill Condon’s shop in Lovettsville, lunch @ Magnolia’s in Purcellville and then to Bill Kren’s “as found” collection – full details on page **10**
- 24** Train Day at Clem and Sandy’s – 12-5 pm – full details on page 10
- 26** **Board of Director’s Meeting** – 7:00 pm – Oakton Public Library

March

- 1** **Valve Clatter** deadline – items due to Jim La Baugh – please share updates on your projects, interesting places, items of interest, wants and needs, and just about anything that would be of interest to Valve Clatter Readers
- 11** **Membership Meeting** – 7:00 pm @ Nottaway Park – Program: A History of Jamestown / Paul Snodgrass – This will be an interesting program for members, spouses and guests – Refreshments: Maurie Roesch
- 21-22** AACA Sugarloaf Mountain In-Door Parts Meet – Frederick County Fairgrounds, MD
- 26** **Board of Director’s Meeting** – 7:00 pm – Oakton Public Library
- 29** **Valve Clatter** deadline – items due to Jim La Baugh – please share updates on your projects, interesting places, items of interest, wants and needs, and just about anything that would be of interest to Valve Clatter Readers

April

- 8** **Membership Meeting** – 7:00 pm @ Nottaway Park – Program: Aircraft Engines of the Udvar-Hazv Center / Harry Graber – Refreshments: John Sweet
- 26** **Annual Spring Poker Run** – 9:00 am departure from Fair Oaks Mall
- 29** **Board of Director’s Meeting** – 7:00 pm – Oakton Public Library

Down the Road

May 17th –Northern Virginia Regional Group sponsors our annual City of Fairfax Car Show. Contact Dave Westrate for complete details.

July 13th-19th – Early Ford V-8 Club of America Grand National Meet in Dearborn, Michigan. See announcement in V-8 Times for more details.



Board of directors
Northern Virginia Regional Group



President: **Dave Gunnarson** 703-425-7708

Vice President: Eric Sumner	703-709-4164	Programs: John Sweet	703-430-5770
Secretary: Cliff Green	703-426-2662	Property: Frankie Martin	703-928-7136
Treasurer: Greg Mensinger	703-893-5644	Activities: Dave Westrate	703-620-9597
Membership: Jim McDaniel	703-569-6699	Historian: Don Lombard	703-690-7971
Tours: Leo Cummings, Hank Dubois	703-476-6919	Newsletter: Jim La Baugh	703-573-9285
Past President: John Girman	703-242-1459	Web master: helenandken@verizon.net	

ATTENTION !

The February Meeting is on
WEDNESDAY FEBRUARY 13
 at 7:00 pm
 in the historic Hunter House, located
 adjacent to the tennis courts,
 Nottoway Park, Court House Road ,
 Vienna, VA.



FIRST CLASS MAIL

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