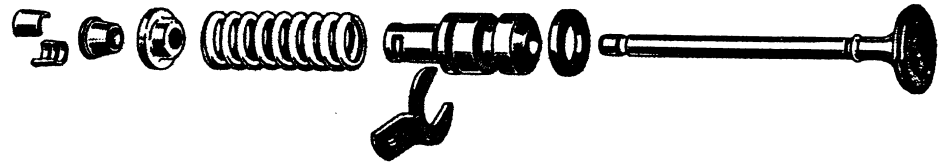




Valve Clatter



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

www.nvrg.org

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May 2008

Jim LaBaugh Editor

POKE(R)ING ALONG THE BYWAYS

By Hank Amster



photos by Cliff Green

The gathering of the faithful again took place at Fair Oaks Mall on Saturday morning, April 19, 2008 for NVRG's annual Poker Run. And what a beautiful day it was, truly "top-down weather. Obliging the weather gods with their open cars were Tom Shaw with two guests in his '51, the Wilds in their 66 Mustang, Bill Selly in a modern Mustang, and the Amsters in their '41. The rest of the 31 participants included Jim LaBaugh, the Burns's in their '41 Woody, the Westrates in their '39 Woody, the Piepers in a Chivvy Nomad, the Blums in their 39 Zephyr, the DuBois' in Dads New Yorker, Don Lombard in a modern Mustang, the Girmans in their 53 Victoria, the Greens in their 40 Woody, the Martins in their '51 Sedan, the McDonalds in their '53 coupe, John Sweet in a modern Ford Focus, and Greg Mensinger with friend Elaine who rode with the Piepers. *(continued on page 3)*



May 2008

The daffodils have faded, the grass has been cut, and the leaves on the trees are full, so it must be time for our annual car show. **Dave Westrate** tells me that there will be lots of new things to see, hear and taste this year. Dave's done a super job and he still can use a few more volunteers, so bring your car, register and have some fun. There will be lots of trophies thanks to **Cliff Green** and our sponsors. Hopefully I'll see you at the show.

As you will read in this issue, several of us recently spent a pleasant morning at a local high school learning about their automotive technology program. I found it fascinating and got a glimpse at how modern cars are repaired. It was interesting to hear what got the kids hearts pumping – lots of horsepower, cool exhaust sounds and fat tires. Don't you remember being 17 years old and excited about your car, or your buddy's car? That's the kind of excitement that can last for a lifetime, maybe with some pauses along the way, but definitely it can get in your blood. I chose the truck photo for this month because it seemed to me to represent the kind of vehicle a young kid could get excited about and maybe drive down the street with a big smile on his face, well maybe if his dad helped pay for it. It's not my ideal, as anyone who knows about my obsession with restoring my truck back to it's showroom days, but it does provide a bridge between modern vehicles and the past. Without that bridge, I'm not sure about the future of the vehicles we hold so dear.

We are very fortunate to have a large group of kids from the South County Secondary School Automotive Technology Program coming to our car show with a brake demonstration and teaching tool. I hope you stop by and engage with them a bit. I think they appreciate the interest and likewise, they probably think your car is rather cool too, although they might be a bit shy to admit it. If you are up to it, offer to take them for a ride in your car, I bet they would remember it for long time. At the end of the month they are holding a car show of their own and it would be wonderful if we could reciprocate and bring our cars to their school.

We have a real treat this month as Von Hardesty will be providing a unique look at Fords in Russia during Stalin's time in power. Von does a marvelous job with his presentations and I'm sure this one will be up to his high standards. I encourage you to come out to Nottoway Park and enjoy this special talk.

Check the calendar for our other events, there's a lot going on.

Dave

Poke(r)ing Along the Byways (continued)



After the usual briefings by Don and Ken, the tour planners and leaders, the assignment of location hosts (Burns's, Westrates, Girmans, Greens, Piepers, and Mr. Sweet), the entourage took off, one by one, to the first of the six legs of the Run. These stops included roadside locations in Vienna, Sterling, Lansdowne, Leesburg, and Waterford, with the final leg in Purcellville. At each of the stops, poker cards were handed to the recipients based upon their purchase commitment. The third stop included morning snacks to refresh the group. Along each of the legs, various sites were cited for identification by the participants to keep the group on its toes so that prizes could be awarded to the persons with the most correct answers.



There were only two glitches to the tour. The first, a car breakdown happened, to of all participants, John Sweet in his modern Ford Focus. After assurance that AAA was on its way to rescue him, Don Lombard left John to ponder his fate, and Don rejoined the tour group. The second problem occurred because the Town of Leesburg decided to hold a crafts fair downtown and closed the streets involved on our route. However, the drivers and their navigators rose to the occasion, some with a bit of

difficulty, and managed to circumvent the area and find the appointed stop on that leg of the tour. Our second last stop was in the quaint town of Waterford, which was holding a flea market. Naturally, some of the group found goodies to buy there.



The final stop of the tour took the group to Purcellville, where we had an excellent lunch at Magnolia's at The Mill. Afterwards prize winners were announced for the most correct answers to the tour questions, as well as winners of the best poker hands. The prizes consisted of various gift certificates to Wegman's, Home Depot, Linens and Things, and Outback Steakhouse. The tour question winners were Sandra Green, Patty Girman, and Bode (Friend of Tom Shaw). Winners of the best poker hands were Elaine (Greg's Friend), John Sweet (in absentia), and Bob Wild.



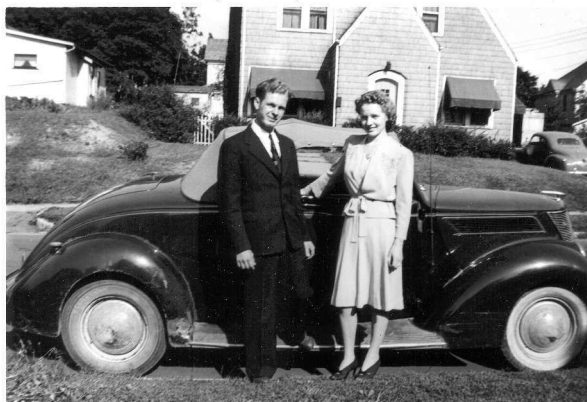
To cap off the fine fun afternoon, we motored to Round Hill and took the most picturesque Snickersville Turnpike back to Route 50 at Aldie for the balance of the trip home. It was an extremely enjoyable and fun-filled day, a wonderful one for touring in our old cars, and again a terrific and successfully planned outing by our two tour planners and leaders, Don and Ken. Truly, they have earned this position for life!



Old Family Fords

by John Girman

Ken Burn's picture of his mother and his dad's 1933 Ford inspired me to dust off a couple of pictures of an old family Ford. The first picture is my mother and father in front of their 1937 Ford cabriolet about the time of their wedding. It was taken in Wadsworth, OH. The second picture is of my dad with the same car. My dad had a number of early Ford V8's. Any one else have pictures of their parents with old Ford's?



Weekly Cruise In in Fairfax City

by Hank Dubois

Beginning April 26th and continuing through October 25th, Bubbas East Coast Rods & Customs, located in the Fairfax Circle Plaza Shopping Center, is hosting a cruise in every Saturday evening from 6-9:30 pm in the shopping center's parking lot. The shopping center is located on the northeast side of Fairfax Circle and contains a large Hudson Trail Outfitter's store. Bubbas will be serving all beef hot dogs and bottled water free to all who attend as well as providing appropriate 50's, 60's & 70's music. Their shop will also be open for inspection and for use of restroom facilities. Last year, these cruise ins averaged over 200 cars with as many as 300 cars on peak nights. Tom and Bubba (Tom's son) Lloyd, owners of Bubbas, have assured us that early V8s would be very welcome at the cruise ins. So, if you're looking for a place to go on Saturday night, drive your V8 over to Bubbas' Cruise In and check out the action. After attending the cruise in, Dave Westrate suggests that NVRGers get together and drive over to Woody's Ice Cream Shop, which is nearby, for an ice cream treat to round out the evening. Sounds like fun and we'll see you at Bubbas! Give me a call at 703-476-6919 or Tom Lloyd at 703-766-0295 if you'd like more information.

News from the May 2nd Cruise at Bubbas

Cliff Green reported in that he and Sandra, Hank and Cindy Dubois, and Bill Selley were going to the May 2nd event to pass out flyers for the May Car Show. Clem Clement reported on the festivities as follows:

"We had a nice time. Some ev-8s, lots of hot rods, 2 baby birds and a nice spread of cars. Lots of fun chat. Hot dogs and beer as well."

"Bubba is JT Lloyd. His dad is Tom Lloyd who is the overall organizer. Bubba is the super mechanic and wizard with cars. Bubba was ASE certified as a very young man. Tom's Dad is Tom Lloyd senior who was there as well. Senior and I served in 3 locations together and got our masters degree from SC at the same time. Young Tom's brother, JK, was there as well. There is a third son who lives in Houston. Family reunion and tears of joy for me."
Clem

For Sale

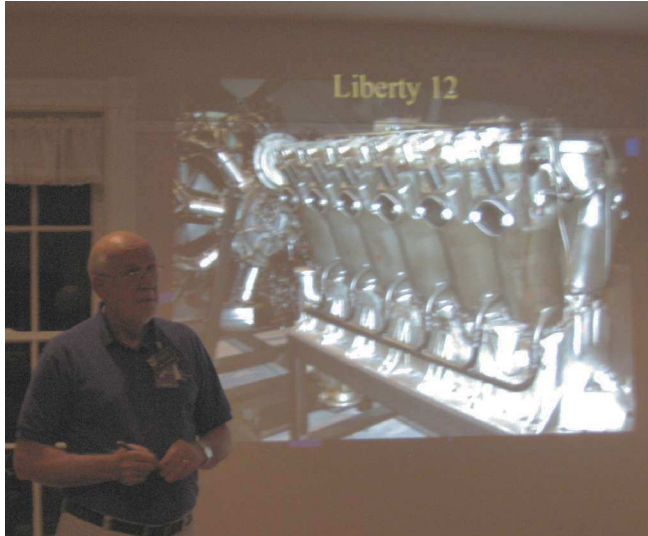
49 to 53 Mercury overdrive transmission:

I have a 49 to 53 Mercury overdrive Transmission for sale. It is complete and in good condition . \$ 450.00. Contact Allen Ponton, Charlottesville , Va. Cell 434-960-8273 or home 434 -293-4400.



Aircraft engines of the Steven Udvar-Hazy Center, National Air and Space Museum

by Eric Sumner



In the early days of aviation there were a handful of names that would grow to legendary status in the industry. Names like Wright, Curtiss, Pratt & Whitney, Packard, Ford, and.....Maytag!? More on that later. Harry Cawood was kind enough to come speak to our club for the April membership meeting. Mr. Cawood is currently a docent at the Udvar-Hazy center in Dulles VA. His knowledge of aviation history and the early aircraft engines in particular was apparent in his presentation. He shared an overview of aircraft engines from the beginning in 1903 through the period around WWII.

Some of the early pioneers in the field of aviation began building bicycles. There was the Wright brothers of course, but another bike builder, Glen Curtiss was busy building his own engines, for motorcycles. While the Wrights were using their engines for flight, Curtiss V Twin design motorcycle engines found their way onto dirigibles. Later on, the demand for more power pushed Curtiss to produce a V8 engine. Before he put one of his V8 engines on an aircraft, he chose to test it on one of his motorcycles and in doing so became the fastest man on earth when he rode his V8 motorcycle to a speed of

136 MPH in 1907! Later that same year, with his V8 strapped to dirigible, he became the fastest man in the air at 46 MPH.

Mr. Cawood related many stories such as this, but also the fascinating engineering details of the quest for power and speed needed to pull these early flying machines through the skies. Being the gear head I am, I considered myself fortunate to have attended Mr Cawood's presentation. Talk of Supercharged, multiple spark plugged, massive displacement, exotic alloy engines that gained nicknames like "Whistling Death" from enemies of the Allied Forces in WWII, really gets my blood racing.



Oh, and Maytag? It seems during WWII, Packard known for its luxury automobiles, was helping the war effort by building the Rolls Royce V12 Merlin engines here in the US. The Merlin engines were equipped with strong cast aluminum valve covers. Packard, which also apparently made washing machines, turned to the company they used to cast high quality pump housings, Maytag. So, with the name Maytag cast into the valve cover, this 1650 Cubic Inch, 1490 HP. V12 became known as the "Maytag Merlin." On behalf of our club, I would like to thank Mr. Cawood for spending the evening and sharing his passion with us.

South County Secondary School Garage Tour

By Roy Judy



Old cars at South County Secondary School

On Saturday, April 26, 2008, we made a garage tour of the South County Secondary School's auto technology shop. Club members taking the tour included Dave Gunnarson, Eric Sumner, Hank DuBois, Clem Clement, Dave Blum, Ken Burns, John Machee, Leo Cummings, and Roy Judy. Hank, Clem, and Ken dusted off their trusty fords, while Leo drove his newly acquired red 1966 Pontiac convertible. The tour was hosted by Frank Cannon, auto tech instructor, and two of his students, Scott Livingston and Anthony McLaughlin, both seniors. Other senior students were to be there but family emergencies or work commitments prevented their attendance. We were treated with coffee, which came all the way from France, donuts, and Gatorade as the day progressed and it got a little warmer. Although there was a threat of rain, the forecast was for later in the day, which made the time of the tour quite enjoyable.



Frank Conner demonstrates the brake rotor surfacing equipment while we look on.

We began our tour in a classroom setting, where Frank discussed the curriculum that the students undergo over a three year progression. The first year students, who are freshmen and sophomores, start with the basics with regard to hands-on. That includes tune ups, oil changes, brake inspections, air filters, tire changes, etc. Second year students, juniors, do more of the mechanical, which includes removing old and installing new brake

components, running the lathe on brake drums and rotors, starter motor, electronics repair and/or replacement, etc. The senior students are engaged in essentially doing it all. For example, the two students that were present, showed us the work that they were doing on Roy's 1965 Buick Skylark, which included removing and replacing exhaust manifolds, removing and installing new gaskets on the intake manifold, and removing and replacing gaskets on the valve covers, as well as other small engine work that would come up in the process of doing these things. Frank also showed us the various teaching tools he had in the classroom, which included computer stations for each student, which he can monitor from a central location, and the computer generated diagnostic equipment he had mounted on the classroom walls that are used to illustrate how to trouble shoot and determine where a particular problem exist on the braking system and electronic components of the automobiles. As Frank was describing his system for teaching, he was engaged in answering questions from club members clearly demonstrating his knowledge of the automobile and its operating components.



Anthony demonstrates the finer points of a modern tire changing machine to Clem Clemens.



Tire changing and balancing looks easy with the skills of Frank and his students and the modern equipment.

South County Secondary School Garage Tour (continued)

Following the classroom session, Frank took us onto the shop floor where he showed us the modern equipment that he has for teaching the auto technology trade. This included actual demonstrations of the lathe for milling drums and rotors, wheel balancing, tire removal and replacement, and front-end alignments. He said that the tire changing, balancing, and front end alignment equipment cost about \$15,000. The actual demonstration of the front-end alignment station was quite impressive as it is camera and computer generated and can be used on multiple types of vehicles. It was interesting to note that the information stored in the computer actually goes back to some cars of the 50s, including those that Henry made. The shop is also equipped with several lifts, parts washing equipment, sand blaster, drill press and several other amenities.



Ready to discharge an air bag in the parking lot.



BANG! Scott and Anthony might be having a bit too much fun.

We ended the day with the Clem and Leo giving Frank and his student's rides in Clem's model A and Leo's Pontiac, which they also were allowed to drive. It was quite a thrill for them. It was a great way to install interest in the youth for helping to keep the spirit of the antique automobile alive and well.



Hank DuBois points out engine modifications to Scott and Anthony while Leo Cummings looks on.

Wanted

Transmission for 59AB engine: Ben McDonald tells me that the transmission in my '46 Ford coupe needs dental work (broken teeth) and that I should try to locate a replacement. So, does anyone have for sale, or know of, a known-good transmission to go with a 59AB engine? I'm sure that a '47 or '48 will fit but I don't know whether an earlier one is interchangeable. I would appreciate any leads you can give me. I can be contacted at any of the numbers below or by email at alanmcniff@verizon.net. Thanks, Alan McNiff, Hm. - 301 320 4159, Cell - 301 938 4141

V8 Email

Barry Frise

I was stumbling around the Internet the other day and came across a zinc additive product from a company called "Les Frickshun". It comes in a quart bottle and replaces one quart of oil in your crankcase. You can purchase it at the Pace Performance website (<http://paceperformance.com/index.asp>). You don't get a lot of hits when you Google "Les Frickshun", but one that came up was an article that discussed modern oils and older engines: <http://www.motorists.org/blog/technology/warning-if-you-have-an-older-vehicle-choose-your-oil-carefully/>
The responses to the article at the bottom include one from "Just Me" that's worth reading. The February Valve Clatter covered this subject in a lot of detail, especially John Girman's article. I don't use the product (I don't have a running flathead engine, but this same VC issue talks about the engine I now have in my garage!), I simply want to make the members aware of the product as another option to evaluate.

Tech Tip - "Vapor Lock"

by Cliff Green

The summer season is fast approaching and with it the Vapor lock problem. We should check out the system now to insure that fuel will be available to the carburetor. It can get real hot under the hood, so make sure that all the baffles and pans are installed to insure that the air goes through the radiator and around the engine. That means engine pans that were usually discarded with exhaust work.

The post war Fords have a radiator shield that prevent air from going over the top of the radiator. A piece of cardboard or sheet metal could be used for the same purpose in the 39 - 42s . Keeping the engine temperature down, keeps the fuel temperature down.

Vapor lock occurs when there is air in the line/fuel pump no gas is going to the carb. There are many gimmicks to wick away the heat from the fuel lines: wooden clothes pins acting as a heat sink, wrapping the line with tin foil. But, these are not necessary if the fuel pump is up to specs! If fuel is evaporated from the line between the pump and the carb, there is still gas in the bowl to start the car and a good pump will replenish it!

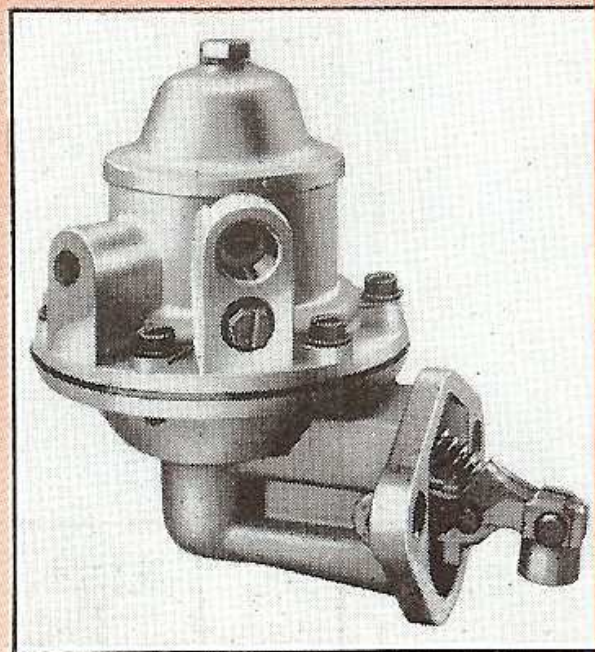
When I shut off the engine after a long hot cruise on an interstate, I insure that I will not have a problem starting by draping a cold wash cloth over the fuel pump. Henry did not place it in the coolest spot! Past experience had been that the car would start and could be driven away until the fuel in the carb was exhausted. I cured this problem by changing the fuel pump.

Before the hot weather approaches, the fuel pump must be checked by using a combination fuel pressure and vacuum gauge to validate its performance! The finger over the outlet while moving the pump lever, is not an accurate test, however it does show that the diaphragm is not ruptured. You disconnect the fuel line at the pump and press the fitting against the outlet and have someone start the engine. The reading should be from 1 to 3 pounds. Any more than that will push past the float valve and flood the engine! It should take one minute for the pressure to return to zero after the engine is stopped. Reconnect the outlet side and check the inlet side for suction. The reading on the vacuum scale should be 10 inches and take a minute to leak down. If you have these figures, than the pump is operating correctly.. If the readings are lower, than the easiest thing to check next is the fuel pump push rod. The length is 8.872 , and the wear limit is .006. The easy way to do this is compare with a new one.

Another suspect is the flexible hose on the inlet side of the pump. It could be porous under vacuum drawing air. If yours is worn looking you can wrap it with tightly with electrician s tape as a temporary fix than replace it.

You should ALWAYS carry a spare fuel pump that has been tested. Dont trust the ones you buy off the table check it out. Because of the advent of ethanol, our pumps should be checked more often - ethan is suspect as not being friendly for the diaphragm.

Below—New pump performance is given by the reconditioned Fuel Pump. It has been tested for both leaks and capacity performance, and the heart of the pump, the diaphragm, has been replaced.



From "For Ford Owners Only" Ford News, February, 1935

Old timers who drove our Fords when they were new, claim they did not have vapor lock problems. They did not have ethanol either and they did not drive that as fast as we do now.

The electric fuel pump will supply fuel to fill the carb for starting (because it leaks down through the power valve) and help out the fuel pump (because it is weak). It is a backup, but not for judging.

A combination Fuel pressure and vacuum gauge can be purchased at Sears. It can be used for many automotive checks - a must for your garage!



NVRG Calendar



May

- 10 50th Annual Apple Blossom Classic Car Show, Winchester, VA
- 13 **Membership Meeting** – 7:00 pm – Nottaway Park – **Program:** **Fords in Stalinist Russia** by Von Hardesty. Check out the 1938 GAZ M1 above - based on the 1934 Ford V-8!
Refreshments: Eric Sumner
- 17 **Annual Northern Virginia Regional Group Fairfax City Car Show, Fairfax City Hall, Fairfax, VA.**
Contact Dave Westrate to volunteer.
- 27 NVRG Board of Directors Meeting
- 31 **South County High School 2nd Annual Car show** - Contact Leo Cummings or Roy Judy for details
Valve Clatter deadline

June

- 1 Kena 19th Annual Car Show - Kena Shrine Center, 9100 Arlington Blvd. Fairfax
- 7 51th Annual Historic Fredericksburg AACA Meet - Old Town Fredericksburg -
Point of contact: Jay Brown (540)-372-6896
- 11 **Membership Meeting** - 7:00 pm - Nottaway Park - **Program:** A History of Old Time Radio
Refreshments: Dave Westrate - **Please note our June meeting is on a Wednesday!**
- 15 Sully Plantation Show - join us in the shade for our traditional Father's Day picnic
- 24 NVRG Board of Directors meeting
- 28 **NVRG Picnic** - Algonkian Park on the banks of the Potomac River in Loudoun County - more details
from John Sweet as they develop **Valve Clatter** deadline

July

- 4 Car shows in downtown Fairfax and Vienna
- 6 National Capital Region 18th Annual Car Show, Longwood Center, Brookville, MD
- 8 **Membership Meeting** - 7:00 pm - Nottaway Park - **Program:** Lincoln's Last Flatheads: The '49-51 Story
Refreshments: Maurie Roesch
- 13-19 Early Ford V-8 Club of America **Grand National Meet**, Dearborn, MI - contact Bill Simons if you are
interested in caravanning out and/or back
- 29 NVRG Board of Directors meeting

Down the Road

August 23rd - 26th - Early Ford V-8 Foundation Museum Motorfest IV - Auburn, IN (note new dates for this event)



Board of directors
Northern Virginia Regional Group



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

Vice President: Eric Sumner	703-860-1916	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	703-866-9707	Newsletter: Jim La Baugh	703-573-9285
Past President: John Girman	703-242-1459	Web master: helenandken@verizon.net	

Monthly general membership meetings are usually held at 7:00 pm, the *second Tuesday* of each month, in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA. Check the newsletter for occasional alternate sites.



This month's program:

**Fords in Stalinist Russia,
by Von Hardesty**



FIRST CLASS MAIL

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