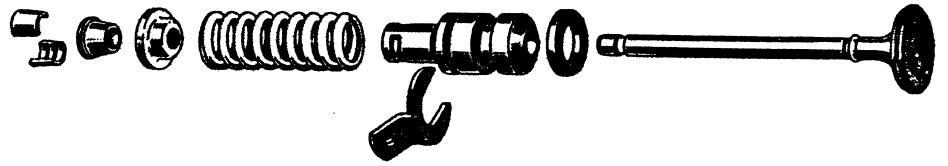




# Valve Clatter



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

[www.nvrg.org](http://www.nvrg.org)

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Jim LaBaugh Editor

## 2009 Summer picnic on the banks of the Potomac



Riverbend Park was the scene of the annual summer picnic. The picnic pavilion was nestled in the trees a short walk away from the Park interpretive center and patio, as well as watercraft access to the river. The shade made this typical summer day in Virginia quite pleasant. A feast of barbecue from Famous Dave's BBQ was arranged by John Sweet. Attendees also contributed a wonderful selection of deserts to complete the meal. *(continued on page 3)*



## *August 2009*

Have you ever thought about serving on the Board of Directors for our club? Well, It's the time of year when we put out a call to all who are interested in taking part in keeping our club active and fun. We have a great group of members that currently run our club like a well tuned V8 and are on the lookout for some new faces with fresh ideas and enthusiasm to keep our club one of the most active clubs around. We meet the last Tuesday every month to plan activities and tours, and as a bonus, we meet before the business part of the meeting for Diner at a local eatery. And the best part is the code of silence, we won't tell your wife about what you shouldn't have eaten. If you have any interest, we are taking nominations, so throw your hat in the ring, you'll be glad you did.

The annual picnic has come and past and was another success to put in the books. This year we met at Riverbend park in Great Falls VA. The weather was on the warm side but we were all quite comfortable in the picnic shelter tucked back in the woods. The natural cooling effect of the surrounding trees made it seem ten degrees cooler, a slight breeze helped too. Kudos goes out to John Sweet for arranging Famous Dave's BBQ catering. A good time was had by all.

Sometimes you just need a little push to get going. Ever tried to push a car by yourself? Getting it rolling is the hardest part, but if someone helps to get it rolling most times you can keep it moving. It may be slow, but still moving. Many of our automotive projects are the same. I'm guilty of having some of my own stalled projects. Last week I had the good fortune to have a friend help give me a push to get rolling again. Mark Luposello stopped by and we spent a couple hours doing some minor fabrication work. I had all the materials and tools on hand, I just needed a little push. Thanks Mark.

Read further for the details on the upcoming Drive-in Movie Tour to Stephens City. And also make plans to make the next membership meeting, it's always a good time to catch up with fellow V8ers.

Hope to see you there,

*Eric Sumner*

## 2009 Summer Picnic *(continued)*

The roads leading to Riverbend park radiate out from Washington D.C. like the spokes on a wheel of a '33 Ford. The roads most traveled in the west northwest section of that circle- Leesburg Pike, Georgetown Pike, are intersected by minor road at sharp angles – Old Dominion Drive, Towlston Road. To the south of Leesburg Pike is the sprawl of the post-war suburbs. To the north of Leesburg Pike, west of I-495, is land that 30 to 40 years ago was rolling farmland and now populated with estates and mansions on large acreage tracts. The drive over the minor roads recalled antebellum days, or even a time long past when the Presidents originating from Virginia would have been riding by horse on the same roads when the road were all dirt. The forested canopy shaded the NVRG faithful as they made their way over this old road network, and on to the high ground that overlooks the Potomac well above the Great Falls; a view today screened by the new tree growth of the most recent generation.

In addition to the shade of the trees, the picnic pavilion provided a roof over many of the tables where one and all could sit, eat, and share stories of our beloved Flathead

Fords, family, and friends. And of course, nothing says it is summer time as much as the aroma of tasty barbecue. A saying common in these parts is “You can call me anything, but don't call me late for dinner.” At the end of the day all agreed it had been a great time in the lush greenery of a wonderful Virginia day.



## Crossing the States in our trusty V-8s!



The July program included a presentation by club member Bill Tindall on his cross-country journey from the Eastern National Meet in Fairfax, VA to the Western National Meet in Temecula, CA in 2007. Among the 30 Flathead Ford Faithful in attendance was Buzzy Potter, one day in advance of his 92<sup>nd</sup> birthday.

Bill Tindall noted that part of the purpose of the trip was to promote the Ford Foundation Museum in Auburn, Indiana. The other part was to have fun behind the wheel of vintage Fords traveling Routes 40 and 66 as those roads wind through Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and California. In Bill's case, he drove his '46 convertible on the trek, a convertible that originally belonged to Dick Leibkicker, and worked on by Dave Blum. If you have not traveled those roads, they are very much like that depicted in the recent movie Cars.

To be as close to the driving experience consistent with the vintage of the Flatheads, all 6 cars in the tour used tube tires, had no air-conditioning, and heat was an enemy. To prepare for the journey, Bill installed new water pumps and fuel tank. He reminded us of Cliff Green's sage advice that 90% of problems with the V8s is electrical. Therefore, all vehicles in the tour had all of the electrical systems checked beforehand, drivers brought along extra points and condensers, installed new filters, conducted compression checks, put new cooling fluid in – with water 'wetter'. Each car also carried extra gas, 10W30 oil, antifreeze, and tools, as well as an ice chest, refilled each day on tour, and plenty of water to prevent dehydration. A test drive of more than a few miles before departure was done. Finally, the cars were all cleaned as if they would be on a showroom floor.

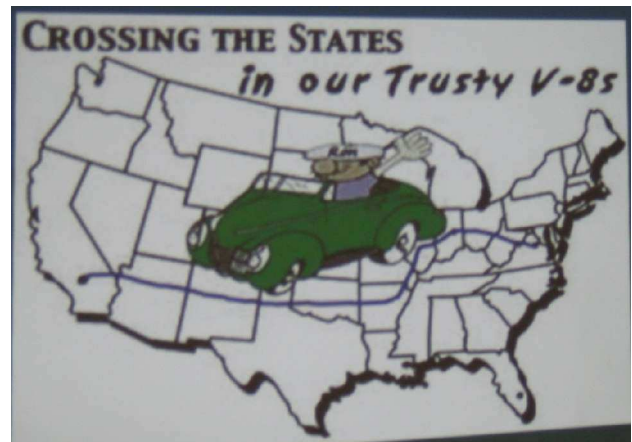
Bill installed a \$20 analog heat gage under the dash. During the entire 5,000 mile trip, he reported that his engine consistently ran a 160F, with episodes of 180F only when stopped. Besides Bill's '46 convertible, vehicles in the tour included '48 and '51 convertibles and a '50 sedan. The '31

Model A roadster in the caravan was the only one with other than factory motive power. Two Mustangs also joined in part of the trip. In terms of air temperatures encountered along the way, the hottest was 115 in Needles, California, in the high desert, just above Los Angeles.

Each morning, the group was on the road at 6am followed by 2 hours of driving. After a hearty breakfast, and another 2 hours on the road, the group stopped for lunch. Driving for the day concluded with another 3 hours behind the wheel, ending in mid-afternoon. The cars were checked and refueled before dinner and a good night's rest in a prebooked hotel. Along the way, stops coincided with visits with local Regional Groups arranged in advance, and the travelers enjoyed incredible meals and hospitality across the country. Many contributions were received for the Ford Foundation Museum as well, starting at \$15.00, and by the end of the trip \$6,000 was raised.

All the preparation in advance of the tour was well worth it as the only problems along the way included: 3 flat tires – resulting from one nail, one piece of metal debris, and a valve stem sliced by a rim, 1 clogged fuel line, 1 balky fuel pump, 1 tire bearing, and 1 master cylinder seized. Each day involved about 350 miles of driving. Bill reported his '46 averaged 18 mpg over the entire trip. Some of that was attributed to using the '40s version of cruise control – pulling the throttle out on stretches where it made sense to do so. The entire trip, including the days at the Western National Meet, was 18 days, coast to coast to coast.

On the way east at the conclusion of the Western National, the group visited the Grand Canyon. Many of the people in the park were as excited to see the vintage V8s as the Canyon itself, and many photos were taken of the cars while they were in the park. The clogged fuel line caused the only difficulty in crossing the Rockies before the drive across the prairie to St. Louis. Bill attributed the success of the journey to preparation before the trip, and the safety in numbers on the trip. Each of the people on tour had a different automotive specialty, so collectively they could readily deal with whatever the day would bring. *(to page 6)*



## **BILL 'n RON's Check List for an Early Ford V-8 on Tour**

### **STARTING SYSTEM**

- Check all battery and ground straps for tightness and clean contacts
- Make sure the solenoid is working OK, Clean contacts
- Is starting motor "dragging", if so rebuild it

### **IGNITION SYSTEM**

- Crank engine with ignition on and hold each plug wire 1/4 inch from ground. while looking for a bright blue spark
  - Check ignition wires for cracks etc, if in doubt replace ignition harness
  - Install new points and condenser. Gap and set points. Make sure screws are tight
- HINT Set point gap 0.002 over recommended (allows for wear when new).

### **ENGINE:**

- While spark plugs are out, check compression
- Change engine oil and install new filter. Used 10W -30 Oil and a can of STP .
- After a long trip change oil again.
- Drain coolant and refill radiator We used 50:50 mix with a favorite additive to make the coolant "wetter".

### **FUEL SYSTEM**

- Check fuel tank, fuel lines, filter, carburetor and intake manifold for leaks.
- Replace/lean/drain fuel filter.  
If the fuel pump is "old" you may want to replace it as residual gas may have ruined the diaphragm.
- Add lead additive to boost octane for a little help on the hottest days.

### **STEERING**

- Check steering box to be sure 90 wt oil is up to level
  - Check steering gear mounting bolts, pitman arm nut, wishbone ball and cap,
  - Remove, inspect, and grease front wheel bearings and grease seals. Clean bearings in solvent and blow dry with air. Replace if pitted and grease using quality molybdenum grease
  - Check king pins for play with wheels off ground
  - Grease ALL the fittings
  - If steering has any play, take car to alignment shop.
  - Check tires for air pressure, rims for being out of round or cracked
  - Grease drive shaft front bearing
- REMEMBER: On an early ford V-8 lubrication of the running gear is key to minimizing wear.

### **BRAKES:**

- Check brake shoe lining. Rotate tires while car is off the ground.
- Listen for any scraping sound

### **TEST THE CAR**

Start the car (should take no more than a few cranks) and drive the car checking for idle, shifting, clutch, steering shimmy, overheating BEFORE leaving town. Last thing to do is to CLEAN the car as if you were going to show or sell it. You will especially want to have sparkling clean windows so you can enjoy the view. Your enemy is HEAT, so if you believe your 60 year old temperature gauge in the dash may be a little off; install an accessory analog gauge for \$20 or so.

## Crossing the States in our trusty V-8s *(continued)*

During the presentation, Bill passed out the check list his group used in preparation for the tour (see page 5). Also, they had green polo shirts made, with the map of the U.S. and the route to Temecula from Fairfax traced out across the states. They wore these on the road, but were able to recondition them at the hotel in California in time to wear in public at the Western National.

At the conclusion of the presentation, Bill showed pictures of the new Ford Foundation Museum and its contents. Cars, parts, and memorabilia once housed in the California Don Garlitz museum, a Chicago museum, and Ocala, Florida, now reside in their new home in Auburn. The first phase of construction is complete resulting the 8,000 square foot building that will formally open during the Central National Meet in late August. Phase 2 includes a 40,000 square foot replica of the Ford Rotunda that was destroyed in the '60s. Bill ended by thanking our Regional Group for its substantial contribution, second only to the very generous Georgia Regional Group. It was a fitting ending to the tour around the country he had taken us on with his tales of driving across the States in the trusty V-8s.

### Tech Tip – Choosing an engine block

*Information provided by Dave Westrate*

At the Eastern National Meet, Mark Moriarty from Warsaw, New York provided attendees with good advice about choosing an engine block. Dave Westrate passed along Mr. Moriarty's note so readers of the Valve Clatter could benefit from this advice. Text below is taken from the handout Mr. Moriarty distributed at the meet. It is a check list to follow when choosing an engine block.

1. Appropriate block
  - a. right year
  - b. Are there differences: early, midyear, late
  - c. Are there differences: car engines, commercial engines
  - d. Read the appropriate restoration manuals
2. Outward appearance
  - a. rust
  - b. pits
  - c. cracks or breaks, bottom end freeze cracks, bell housing breaks
  - d. bend or broken studs = extra hours
3. Will the crank turn?
  - a. Stuck motors take 4 to 5 times as many hours to disassemble
4. Can the head be removed?
  - a. rust in the bores or combustion chamber may mean: water got in through the intake, a crack in the cylinder wall, a crack in the valve seat

b. Check for stuck corroded pistons – swollen stuck pistons often break the bore or you do when you beat them out

c. Determine oversize of the cylinder bores – 3 1/16 inch motors usually can bore to +.060; +.080 pistons and rings used to be available but they are hard to find; 3 3/16 motors usually can bore to +.125; Hot rods used to go to 3 3/8 inches, but that is risky. Smaller bores are more likely to run cooler without hot spots. Cylinder sleeves are going to add at least \$50 per hole to the cost of the motor.

d. How are the valve seats? - Are there cracks from the valve seat to cylinder? Worn wide and deep? Pitted or rough? Loose valve seats? Hardened inserts? - increase cost to install, chance of failure, weakening of block.

e. Crack in middle web between cam bearing and main bearing. Cam bearing can turn in the hole.

f. Crankshaft? Is it especially desirable? - 4 inch Merc, counterbalanced model B. Mic the crank – Make sure the mains and rod journals are big enough to be ground to an available size.

5. Can't remove the heads? (Mystery Motors)
  - a. extra interior and exterior parts: heads, intake, pan, water pumps, carb, exhausts, clutch, flywheel (appropriate clutch size) adj lifters
  - b. Valuable Block or crank? - 32, 36, 8BA type Merc hopefully with 4 inch crank
  - c. Don't pay more than you can afford to lose. 50% or more blocks are cracked in some way which can't be fixed or very expensive to fix
6. Main Caps
  - a. Make sure you have the main caps especially on insert bearing motors.
  - b. Keep mains for poured bearing motors as caps and bolts are harder to find.
7. Things to remember!
  - a. Smaller cleaner bores
  - b. No cracks (freeze or heat)
  - c. Sharp well defined valve seats
  - d. Fewer miles=less wear, like a low mileage car
  - e. A BLOCK THAT LOOKS TOO GOOD is often out of the car for a reason!!

**Mark E. Moriarty 3798 Rt 19 Warsaw, NY 14569**

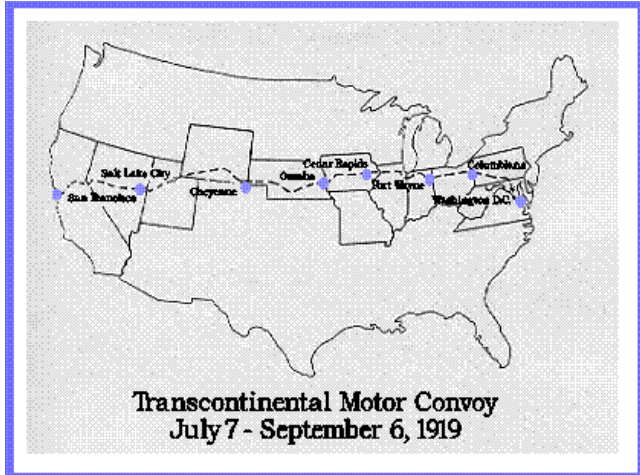
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## The First Transcontinental Army Motor Transport Expedition of 1919

by John Sweet



Over the past one hundred years, much has changed in the automotive world. Our cars have become safer, more powerful, and extremely reliable. Improvements have come with every model year released. But one thing that many antique car collectors overlook is that all these improvements went hand-in-hand with the construction of safe, well designed roads.

In June of 2006, a major mile marker in the history of our roads was passed when the Interstate Highway System celebrated its golden anniversary. The Interstate got its start on June 29, 1956 when President Dwight David Eisenhower signed legislation creating the Interstate Highway System. But President Eisenhower's association with roads and highways just didn't start the Interstate system in 1956. Rather his journey had begun 37 years earlier with the "Transcontinental Motor Convoy of 1919." This July we celebrate the 90th anniversary of that



momentous event: an event that helped to shape this nation. While Ford and Ford products are noticeably absent in its telling it is still great story of perseverance and accomplishment.

Today, most people take roads for granted. We expect good paved roads and complain about the occasional pothole we run across, or those long lines when waiting for the repaving crews to let us by. But in the early half of the 20th Century, America was still largely a rural society. Cities and towns dotted the landscape, but wide open agricultural spaces predominated. Local travel was still dependent on your own two feet, or the four hooves a horse. Roads were a non-descript patchwork of dirt trails and cow paths that in many cases meandered from house to house, town to town and city to city with no rhyme or reason. True, some paved roads existed, but they were far and few between, and then only for the city. Long distance travel by road was almost impossibility because there weren't any. Cities and towns were not directly connected by roads. If one wished to travel long distances, particularly from coast to coast, the only viable option was to travel by rail.



Despite the earlier start of the "Good Roads" movement that had begun with the bicycle craze of the late 19th century, traveling the across the United States was not an easy task. Early motorists did what they could do with the mud, dust, ruts and potholes. Travel between towns was, in many cases, considered a major undertaking and the idea of a transcontinental trip was only for the heartiest adventurer. By the end of the century's first ten years however, things were beginning to change. The Glidden tours from 1902 to 1913 had proven that the automobile was now fairly reliable and long trips were not only possible, but could happen on a regular basis. *(continued on page 8)*

## 1919 Expedition *(continued)*



In 1912 Carl Fisher of Indianapolis Speedway fame came up with the idea of the “Coast-to-Coast Rock Highway” to commemorate the 1915 Panama-Pacific Exposition. This road was to be a gravel route stretching from New York to San Francisco. As the idea gained momentum and backers, founding member Henry Joy of the Packard Motor Car Company decided it should be named the “Lincoln Highway” in honor of the 16th President. On July 1st, 1913, the Lincoln Highway Association (LHA) was formed and funds were immediately solicited from people of all walks of life. Donations came from young school children to industry tycoons in varying amounts.

It was naturally felt that those leader of industry associated with the automobile would be willing to give the most. Henry Ford was approached, but decided not to donate any cash to the endeavor feeling that it was up the government of the people to build roads. In a letter to LHA founder Carl Fisher, Ford executive James Couzens wrote “the writer is not favorably disposed to the plan, because as long as private interests are willing to build good roads for the general public, the general public will not be very much interested in building good roads for itself.” Later on Edsel Ford contributed, but the senior Ford’s refusal was a blow to the association.

Despite the hardships, the idea of a transcontinental road was catching on, and although Fisher’s dream of seeing a road in place by 1915 was a bit ambitious, progress was being made on a local, state and national level. By the end of the First World War, the many hardy and rugged individuals had a made a transcontinental trip and in 1919, the Department of the Army decided that it, too, should undertake a trip across the nation. Along for the journey was a young Lt. Colonel named Dwight D. Eisenhower.

Officially named the “Transcontinental Motor Convoy of 1919” the expedition started out with great fanfare from the “zero” mile marker just off the White House Ellipse in Washington, D.C. on July 7th 1919 and linked up with the route of the Lincoln Highway in Gettysburg, Penna. . The goal, some 3,251 miles away, was the city of San Francisco following the rest of the Lincoln Highway route.

In addition to Eisenhower and the 14 other observers from the War Department, the convoy was comprised of 24 officers, 258 enlisted men and 81 vehicles of various types. It was in command of Lt. Colonel Charles W. McClure. Because the army didn’t have any accurate maps or charts of land, Lt. Colonel McClure and other members of the expedition were forced to use the LHA guidebook to help show the way. The army had one more ace in the hole however with LHA’s field secretary, Henry Ostermann, who was the only man that knew the route. It was Ostermann’s job as pathfinder to guide the convoy through its 3, 251 miles across the nation. Although Ostermann had made the trip several dozen times, it was the first time a large convoy of 81 vehicles had ever been attempted.



From the outset the expedition had several goals. The army’s stated intention was to test the vehicles to see how they would fair across country. Several of the vehicles had been developed for use on the battle fields of France, but had never seen service. The trip would be a shake down and allow for timely and accurate reporting of issues and problems. It would be the ultimate test drive. The army was also planning on reconnoitering the country side to see if the army could make practical use of a road across the nation to ferry troops and material from one side of the continent to the next. Thirdly, the army used the convoy as a platform of recruitment to show the exciting life of a solder. First and foremost however, the convoy was to highlight the proposed route of the Lincoln Highway and drum up interest for the road along the way; Although the Convoy ostensibly traveled under “combat” conditions, east of the Mississippi, the convey stopped at towns that hosted dinners dances and lots of oration and celebration about the Lincoln Highway. *(continued on page 9)*



## 1919 Expedition *(continued)*



*Helping along a "B"*

What Eisenhower saw on his journey across America was a nation that had no infrastructure. More than half the roads along the Lincoln Highway route were unimproved dirt. Many portions were just about impassible without a lot of Herculean effort of the Motor Transport soldiers to move ahead. If the road was dry, they had to contend with choking dust. If it rained, the roads became virtually impassible quagmires that majored progress in feet, rather than miles. Bridges were also an issue. They were either unable to hold the weight of the trucks passing over them, or they were nonexistent. A large number were actually reinforced, repaired or improved along the route. More than 230 accidents of various types were recorded during the journey with 9 vehicles so badly damaged that they "required retirement" during the journey. Blowouts and flat tires were also part of the experience, just as it was for every other motorist of the day.



*Accident to Dodge*

Despite the trails and hardships of the road, the journey was an outstanding success, arriving in San Francisco on September 6<sup>th</sup> 1919. The trip was made in 62 days; a record at the time for continuous travel. According to the official Army report, the average speed of the convoy was a ponderous 6.07 miles per hour and an average "days" drive

of 58.1 miles. The convoy passed through 350 communities along the way with many providing gala celebrations for the troops. It is estimated that more than 3.25 million people saw the convoy of trucks moving westward. The army was provided a large amount of information about its vehicles, including performance, tire wear, oil and fuel consumption, repair procedures and the like. In addition, the trip also focused attention on the dream of the Lincoln Highway and the Good Roads Movement by demonstrating the advantages of properly maintained roads and tourism.

As for Eisenhower, it was his first lesson in the power of well maintained roads. This lesson was future hammered home during the Second World War when he saw the strategic advantage of the German Autobahn system first hand. Years later, as President Eisenhower remarked that "the old convoy had started me thinking about good, two-lane highways, but Germany had made me see the wisdom of broader ribbons across the land." Today's roads owe a lot to the pioneers that came before them, as well as for a President who saw the future and knew the route the nation needed to take.



Information for this article was gleaned from the Dwight David Eisenhower Presidential Library web page ([www.eisenhower.archives.gov](http://www.eisenhower.archives.gov)), "At Ease: Stories I Tell to Friends, Dwight David Eisenhower, Double Day- 1967. "the LHA web page ([www.lincolnhighwayassoc.org](http://www.lincolnhighwayassoc.org)), AASHTO - American Association of State Highway and Transportation Officials ([www.transportation.org](http://www.transportation.org)), and The US Dept. Of Transportation, Federal Highway Administration ([www.fhwa.dot.gov](http://www.fhwa.dot.gov))



*Remade - gratis*

## Tech Tip - Impact of Thermostats on Engine Wear and Power

Material provided by John Girman

While surfing the web, I ran across this article written by Steve Jack on thermostats, engine temperatures, power and engine wear. It provides some interesting food for thought. The article and others can be found at [www.carnut.com](http://www.carnut.com). Once there, click on "ramblin" to access the articles.

### "HOTRODSRJ's COOLING TIPS

Operating temperature vs power and longevity! A few of you good folks must have spotted other articles that I have done either in print or online about this subject. At the request of a few folks here I am putting this up for what it's worth and expanding some information about this as well. The argument is about running 160 degree thermostats and the good and/or bad results. Now keep in mind that thermostats have absolutely NO effect on your systems ability to cool, simply a regulator of the range it operates in. So, if you think a 160 will cure an engine running at 220 with a 180 thermostat...forgetaboutit! This is not about cooling capacity at all.

The graph to follow illustrates the importance of how critical optimum coolant temperature is to the longevity and performance your engine. Cooler water makes horsepower and warmer water minimizes engine cylinder and bearing wear...or so it's thought, but only to their own limits and ranges. There is a range where both optimum performance as well as minimal wear share similar characteristics. That number lies in the 175-180 degree range as shown by the overlap in the chart which correspondingly requires a 180 degree thermostat. FWIW, higher operating temperatures of today's engines are to fight combustion by-products and pollution. Also, engine oils are designed to work over a specific temperature range with optimum performance starting at temperatures that require the coolant to be the very same 175ish range. And don't forget the moisture issue. Have you ever seen water vapor coming from your tailpipes? Sure...and the very same thing happens INSIDE your engine. Your engine forms moisture inside when it cools and condensates on the walls of the inside. This moisture the is washed down into the oil when started and then awaits vaporization by internal temperatures rising enough to bring the moisture to the appropriate corrected vapor point (boiling). If enough moisture is left behind it combines with combustion byproducts to form acids that become dissolved in the oil itself. The oil becomes more acidic as the age of the oil progresses and picks on certain parts eventually. Also moisture will corrode other surfaces. So, it's important to get these engines to a satisfying operating temperature as soon as possible. Usually oil pooling temps are about 30 to

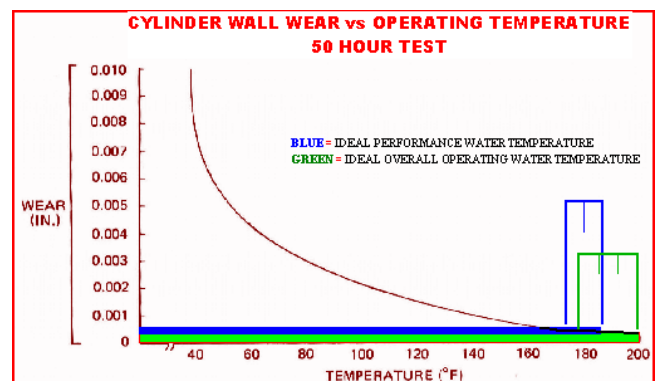
40 degrees higher than the coolant temps. This is a generalized statement and can vary with load and engine design but you can see why you want your oil over 212 degrees to boil out the moisture immediately! A 160 thermostat usually does NOT accomplish this temperature.

Years of research show use of 160 degree thermostats is way too low to be considered for performance or engine longevity. As the chart above illustrates, engine wear increased by DOUBLE at 160, than at 185 degrees. The 160's were invented for and commonly used in older, open loop cooling systems where only 6 pound radiator caps were used, and low 212 degree boiling points were the limit. We know better now.

Many early hot rodders found the 160's to be a smiggin better performing than the 190's, however the in between 180 appears to satisfy both ends of the spectrum. The correct water temperature and thus resulting metal operating temperatures required for the cylinders to achieve a minimum specific temperature in order to allow a fully mixed Air/Fuel charge to combust efficiently is a minimum of 180 degrees coincidentally. If you use 160s be aware that this can have a degrading effect over a time on your engine. I know a lot of rodders still using them however to whatever ends they want...and that's okay. Heck, I know guys that run NO thermostat and most of you know that's another book to be covered. I just report what I learn...and you decide what's best for you. I hope this satisfies you information junkies out there.

By Steve Jack  
HOTRODSRJ@AOL.COM"

It's unfortunate that Steve Jack fails to identify the source of the data in the figure because knowing that could improve the credibility of the article. While I disagree with his statement that a system with a 6-pound radiator cap is still an open system (!!!??), most of what he has written makes sense. I might just have to take out the 160 degree thermostats I have in the '53 and give 180 degree thermostats a try at some point.



## V8 Email

### Items seeking a new home

I have some items which, now in my years of advancing realism combined with dwindling energy and storage space, I don't think I'll need and wish to find a new home for. Specifically: Shop Crane (aka engine hoist) Used only three times; Load Leveler (Used with the crane above for adjusting the tilt angle of the engine.); Lever action Chain Hoist (Same function as a "chain fall", but operated with a lever mechanism.) Engine Stand. 360 deg rotating and locking Not to be used on engines with housing integrated into housing casting. (1948 and prior) Thanks, Don Lombard (C) 703-975-6454 (H) 703-690-7971

### Ford Airfields *from Ken Burns*

After reading Dave's article last month about the Ford Willow Run airfield and the landfill associated with it I dug up a little info on the original Ford Airport - it's been "repurposed" and now is know as the Ford Test Center. Although Henry Ford was very much a leader and innovator in the aviation field he was never able to make money as either an airplane builder or airline operator. This link provides lots of interesting info about the former Ford Airport:[http://www.airfields-freeman.com/MI/Airfields\\_MI\\_Detroit\\_NW.html#ford](http://www.airfields-freeman.com/MI/Airfields_MI_Detroit_NW.html#ford)

### Ford Stogies Auto Please You 3 for 5 cents

While searching on eBay for unrelated items, this interesting piece of what looks like Ford automobilia came up. It's a tin can 6" tall and the logo sure looks like the Ford Motor Company script, but printing on the bottom of the can reads "Made in Pittsburgh" so maybe it's someone trying to cash in on the Ford brand appeal. It looks to be fairly old, maybe from the Model T era? Anyone know the story? *Dave Gunnarson P.S. - It sold for \$200 on eBay, which Auto Please the seller!*



### Vintage Ford photos on the internet *from Von Hardesty*

From the Shorpy site – a Mr. Hallack posted the first 2 photos - My grandmother Grace Hallack, around 1941 or 1942. Likely taken at the same time as the Love a Ford photo. [http://shorpy.com/node/6167?size=3D\\_original](http://shorpy.com/node/6167?size=3D_original) More from the Yosemite vacation, driving the ol' Ford thru the tree tunnel. I thought this was at a different park, but I guess this is/was in Yosemite [http://www.shorpy.com/node/6009?size=3D\\_original](http://www.shorpy.com/node/6009?size=3D_original) November 23, 1938. Washington, D.C. "Ford Motor Co., Union Station." For the 1939 model year, Ford debuted a new brand called Mercury. [http://www.shorpy.com/node/6247?size=3D\\_original](http://www.shorpy.com/node/6247?size=3D_original)

### Ladies Ford News

Margot Sherman's column in the July 1941 issue of Ford News was on the subject of Picnic Cues. The following is an excerpt from her column: "*Picnic Cues – Inspired Suggestions That Make Driving Out in the Country ... Eating Under the Sky ... More Fun Than Ever.*"

*"Womenlike, we think what to wear on a picnic is almost as important as what to eat! Above all, leave the old brown skirt and sweater home! Make your outing an occasion to wear something that's gay and amusing."*



*"For Instance, try this guimpe-and-pinafore costume which we've pictured for you. It's just on from a whole series of native-American designs developed by Dorothy Cox. She scoured the Pennsylvania Dutch country ... took ideas from the prim- and -proper Amish and Mennonite communities ... and turned them into the most charming play clothes imaginable..."*

*"Think how pretty you'd look sitting on the grass with that full skirt swirling about you. And to complete the picture – dress your little daughter as a miniature carbon copy of yourself!"*

## Saturday, September 19<sup>th</sup> - NVRG tour preview



### You're in good hands at your Ford Dealer's!

David Baird, owner of Marshall Ford in Marshall, VA has invited us to display our early Fords at his dealership on Saturday, September 19<sup>th</sup>, which is Marshall, VA Heritage Day. It is also the 95<sup>th</sup> anniversary of the Marshall Ford dealership. Mr. Baird will have enough parking for between 50 to 70 vintage Fords at his dealership. The local Ford Mustang club also has been invited. Heritage Day activities run from 10:00 am to 5:00 pm, including a parade. We won't be in the parade, but Mr. Baird would like our vintage Fords on display at 10:00 am, remaining at least until mid-afternoon, or later. Of course those with modern iron are welcome to join the tour, but modern parking will be in town, rather than at the dealership. The local newspaper will be taking pictures and writing up a story on the event and its participants. As it would be useful to know in advance how many Flathead Fords will be participating, please contact Leo Cummings if you would like to be part of this tour, and have your Early Ford V8 on display at this event. A cookout lunch may be provided for us depending on the turnout of old Fords. Heritage Day activities and a visit of the town of Marshall have the potential to make this an interesting event for one and all. A sign-up sheet will be passed out at the August and September meetings as we will need to keep Mr. Baird informed about the expected turnout. Mr. Baird also understands the final number of vintage Fords in attendance will depend on the weather. It is likely that a caravan will be organized to depart Fair Oaks at 8:00 to assure arrival and parking before the parade and other festivities get underway. Final details will be provided in the September Valve Clatter.

### NVRG Board of Directors - Call for nominations

According to the NVRG by-laws it is time again to nominate members for the Board of Directors. Please think of members who would be of benefit to our active club.

New members on the Board bring new ideas for our old iron gatherings and travels. If you have a nomination, or are interested and would like to be nominated, please inform President Eric Sumner. In addition to the slate presented at the September membership meeting, nominations can be made at that time from the floor.

The Board meets once a month on the last Tuesday of each month, except December. No Board meeting is held in December. The Board runs the club so the membership can have fun at our general meetings, and on tour with our Flathead Fords. If you have been enjoying all of the programs, our annual car show, great garage tours, and driving tours over the years, and wondered how you might contribute, let Eric Sumer know you are interested. In addition, Board members meet for an informal meal before the meeting at local eateries in the vicinity of the Board meeting, which is held at the Oakton Library just off 123 on Hunter Mill road.

### Summertime is Drive-in Movie Time!

We'll depart the Fair Oaks parking lot at **2:30 pm** on **Saturday, August 8**.

**Dinner** at the **New Town Tavern**, Stephens City, VA about **5:30 pm**.

**Movie** at the **Family Drive-in**, Stephens City about **8:00 pm**. Cost \$7.50 adults. Speakers are available but bring an FM radio or boom box for better sound. Bring lawn chairs because it's often hot. But also bring blankets and a light sweater or jacket because it can be surprisingly cool in the evening.

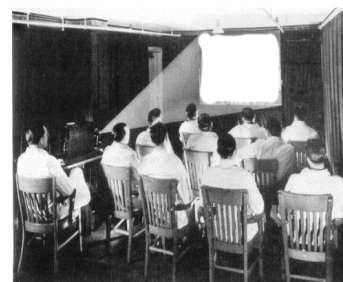
For those who wish: **overnight stay** at the **Holiday Inn** nearby. You will need to make a reservation at 540-869-0909 for the **Ford V8 Car Club** for \$75.00 + tax (mostly two double beds in each room, non-smoking). The Holiday Inn held the rooms until July 31, but may have rooms available if you did not sign up yet.

To reserve a spot on this tour and for any further information, contact **John Girman (703-242-1459 or jrgplg@aol.com)**. This is especially important for the restaurant or if rain forces postponement. Our rain date is the next Saturday, August 15.

So, (1) mark your calendar for August 8, (2) make your hotel reservation and (3) contact me (John Girman) to sign up for the tour!



# NVRG Calendar



## August

8	NVRG Annual Drive-In Movie tour, Stephens City, VA - Rain date August 15 - details on page 12
11	<b>Membership Meeting</b> - <u>7:00 pm</u> - Nottaway Park - <b>Program:</b> Eastern National Meet slide show <b>Refreshments:</b> David Blum
25	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library <b>Valve Clatter Deadline</b> – send items to Jim LaBaugh (jlabaugh@verizon.net)
28	Central National Meet, Auburn, Indiana, August 28 to September 1

## September

8	<b>Membership Meeting</b> - <u>7:00 pm</u> - Nottaway Park - <b>Program:</b> Automotive Archaeology - The American Junkyard <b>Refreshments:</b> Dave Gunnarson
13	AARP Dulles Classic Car Show <a href="http://www.aarpdulles.org/_mgxroot/page_classic09.html">http://www.aarpdulles.org/_mgxroot/page_classic09.html</a>
19	<b>NVRG Tour</b> – Marshall Ford Dealership, Marshall VA Heritage Day – preview on page 12
19	Edgar Rohr Memorial, Bull Run AACA Manassas <a href="http://local.aaca.org/bullrun/events.html">http://local.aaca.org/bullrun/events.html</a>
26	2 <sup>nd</sup> NVRG Tour – Possible visit to the Wright Experience – watch for confirmation/details in September
29	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library <b>Valve Clatter Deadline</b> – send items to Jim LaBaugh (jlabaugh@verizon.net)

## October

7 to 10	<b>Hershey!</b> The annual pilgrimage – Join the NVRG tent revival for Happy Hour and/or breakfast at the Flathead Grille
13	<b>Membership Meeting</b> - <u>7:00 pm</u> - Nottaway Park - <b>Program:</b> Hershey review! <b>Refreshments:</b> Tom Shaw
24	Lebkicker Tour – Details to be announced – Westward Ho
27	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library <b>Valve Clatter Deadline</b> – send items to Jim LaBaugh (jlabaugh@verizon.net)

## Down the Road

Holiday party – December 5

January Meeting – Flathead Ford Dealerships



**Board of directors**  
**Northern Virginia Regional Group**

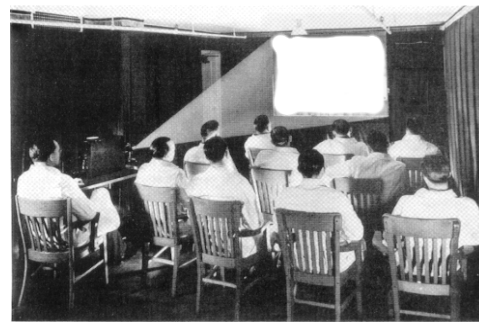


President: **Eric Sumner** 703-860-1916

VP & Programs: <b>John Sweet</b>	703-430-5770	Calendar: <b>John Girman</b>	703-242-1459
Secretary: <b>Cliff Green</b>	703-426-2662	Property: <b>Frankie Martin</b>	703-973-1376
Treasurer: <b>John Ryan</b>	703-281-9686	Activities: <b>Dave Westrate</b>	703-620-9597
Membership: <b>Dave Gunnarson</b>	703-425-7708	Historian: <b>Don Lombard</b>	703-690-7971
Tours: <b>Leo Cummings</b>	703-866-9707	Newsletter: <b>Jim La Baugh</b>	703-573-9285
Refreshments: <b>Greg Mensinger</b>	703-893-5644	At Large: <b>Hank Dubois</b>	703-476-6919
Past President: <b>Dave Gunnarson</b>	703-425-7708	Web master: <b>helenandken@verizon.net</b>	

August program: [Eastern National](#)

**Mark your calendar!**  
**The August Meeting is on**  
**Tuesday August 11**  
**at 7:00 pm in the historic Hunter**  
**House, located adjacent to the tennis**  
**courts, Nottoway Park, Court House**  
**Road, Vienna, VA**



[Meet Slide show](#)



**FIRST CLASS MAIL**

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