

Northern
Virginia
Regional
Group



www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

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January 2016

Ken Burns - Editor

New Venue - Same Great Party

By Editor – images by Cliff Green and Dave Gunnarson



Jim McDaniel passes the gavel to Joe Freund



Joe and Sarah are happy with their gifts



Keith Randall and Bill Simons. Keith drew first and finally had a chance to swap at the end. He swapped for the shop vac.



Gay Harrington with Jim Cross. Gay ended up with one of Jim's hand crafted cedar blue bird houses



Cliff and Sandra Green. After being our hosts for the past 17 years they finally had a chance to relax

December 12th found 40 plus NVRG members and/or spouses gathered in the banquet facilities at P.J. Skiddo's in Fairfax City for our annual Holiday Gala. This was a change from the past for two reasons: we gathered on the second Saturday in December instead of the first Saturday and we met at a new venue. After graciously hosting our Gala for the past **seventeen years** at the Country Club of Fairfax Cliff and Sandra Green turned over the reins to Joe and Sara Freund. Many of us think of P.J. Sidoo's as a casual restaurant with wide screen TV and a decidedly young crowd but few of us knew that Skidoo's also has a beautiful banquet facility complete with an installed bar and a dance floor – another wonderful venue for our annual Gala.

Gala continued on page 9

Up Front with the President



January 2016

When Jim McDaniel approached me in late November to see whether I would serve as the next president, I agreed with the understanding that our same talented board members would remain. This is important when you consider the following key areas (in no particular order):

- ✚ The **Valve Clatter** monthly publication shepherded by **Ken Burns** whose tireless and dedicated efforts have always resulted in a first rate publication that is "Best in Class."
- ✚ Membership under the stewardship of **Gay Harrington** (formerly **Dave Gunnarson** – see page 3 for more about Dave) has grown our ranks to 152; the most in the club's history. Gay is pushing for 200 in 2016!
- ✚ Financial stability and prudent use of our club's monies under the oversight of **Wayne Chadderton**, the club's Treasurer, ensures that there are no financial oversights and plenty of funds for club activities and group donations.
- ✚ Fairfax Car Show headed by **Dave Westrate** has been masterfully executed for many years. It was this car show that first introduced me to the club.
- ✚ Monthly club programs led by **Dave Gunnarson** and **John Sweet** (for his third year) will be rich in technical topics, enhancing our mechanical understanding of antique cars.
- ✚ Tours led by **Hank DuBois** and assisted by **Art Zimmerli**, **Bill Simons**, and **Wayne Chadderton** guarantee that the club will be treated to unique tours.
- ✚ Club property and refreshments will be handled by **Mark Luppello**.
- ✚ Club website maintained by **Cliff Green** is a time intensive commitment that keeps our club activities up-to-date for both members and the general public.
- ✚ Club secretary **John Ryan** maintains impeccable records of our BOD meetings and the actions we have taken or will take.
- ✚ Hosting the 2017 Eastern National Meet is being explored by **Bill Simons** and **John Sweet**.
- ✚ Club history maintained by **Don Lombard** is an important aspect as we capture past happenings and move forward with new ones.
- ✚ When a member or spouse becomes sick or is hospitalized, "Sunshine", led by **Keith Randall**, communicates well wishes from the club and offers assistance when requested.
- ✚ **Jim McDaniel** will continue to serve on the Board of Directors as the immediate past President providing continuity and stability as a member of our leadership team.

Our board is highly adept and seamlessly handles the diverse aspects of the club. This is represented by our outstanding membership numbers which continue to increase. Over the next two years I will build on all that **Jim McDaniel**, his predecessors, and the board have accomplished. I welcome you all to share any improvements or suggestions for 2016 and beyond.

Thank you and happy holidays!

Joe

2016 NVRG Officers & Terms	2016 Directors & Terms	Committee Members
President – Joe Freund (2015-6)	Membership – Gay Harrington (2016-7)	Fairfax Show – Dave Westrate
Vice President – Bill Simons (2016-7)	Programs Lead – Dave Gunnarson (2015-6)	Programs Member – John Sweet
Secretary – John Ryan (2015-6)	Webmaster – Cliff Green (2016-7)	Tours Chair – Hank DuBois
Treasurer – Wayne Chadderton (2015-6)	Valve Clatter – Ken Burns (2016-7)	Tour Member – Art Zimmerli
	Sunshine – Keith Randall (2015-6)	Property & Refreshment – Mark Luposello
	Past President – Jim McDaniel (2016-7)	Historian – Don Lombard

MEET YOUR NVRG DIRECTORS

Dave Gunnarson

Team Lead - Programs

Even though I've lived in Northern Virginia since 1978, I'm a New England Yankee at heart. Born in 1956 in New Haven, CT, I was raised in Concord, MA from the time I was five years old. For college, I went to Rensselaer Polytechnic Institute (RPI) in Troy, NY, where I earned a degree in Environmental Engineering. When I graduated in 1978, jobs were tight, so I was willing to relocate to Springfield, VA, to get my first job with a consulting company. Not knowing a soul in Virginia, I joined the Ski Club of Washington where I met Sarah playing volleyball. In the meantime, the consulting company went bust, and I landed at IBM in Manassas, VA, (now owned by Lockheed Martin) and just celebrated my 35th service anniversary. Sarah and I were married in 1982, and we have two boys, Jacob and Peter.

My interest in wheels began with bicycles. I had to learn the art of bicycle maintenance and road-side repairs at an early age because I peddled three miles to school every day and took some long biking adventures, including a 1,200 mile trip at age 14 with a buddy to Canada. Looking back, I give my parents a lot of credit for letting me go on such a long trip before cell phones. Along the way, I also developed an interest in Volkswagens because my dad purchased a new 1961 VW beetle, and it was my family's favorite car. There was an old '57 oval-window Beetle parked in my high school's auto shop lot with a seized engine -- the result of someone pouring oatmeal into the oil. I was 15 years old and didn't have a driver's license, but I somehow managed to sweet talk my parents into letting me purchase it for \$50. The New England winter road salt had dissolved the bottom six inches, and the undercarriage was rusted too. It never got back on the road but it taught me many lessons about rusty nuts, wrong tools, cold concrete floors, and space constraints.

Another pivotal event which got me interested in cars was when I was in high school and visited the garage of a family friend, Alan Bemis. He was restoring a 1913 Rolls Royce Silver Ghost. The day I saw it, the only visible part was the partially completely chassis, however, it was clear that the restoration was of museum quality because of the magnificence of the frame, shiny parts, and the polished copper intake manifold. Alan eventually

donate the Rolls to the [Owls Head Museum](#) in Maine. Both my first car and the Rolls restoration put the bug in me to someday restore a car to similar standards.

In college, I spent many hours buying, trading, fixing and selling VW's. Studying engineering was hard and my stress relief was working on cars. I belonged to the RPI auto club which had indoor space with a lift, but a lot of the work was done outdoors in the snow or rain in the parking lots of my fraternity, Delta Tau Delta.

When I graduated from college and had my first job, I purchased my first new car, a 1978 VW Rabbit diesel. Several other VW's followed including a 1986 Jetta which I coaxed 325,000 miles out of before trading it away.



Dave with his 1969 VW van in 1978

About 20 years ago, I purchased a 1936 Chevrolet Master Deluxe Town Sedan and realized it was my first American-made car. I had no garage, no experience, and no place to store parts. What was most discouraging was the body was primarily wood and much of the wood had rotted. I also discovered that there a lot of parts and pieces to a big 4-door passenger car. I sold it and thought that someday I would find a simpler all-steel vehicle. It wasn't until I moved to my current house in 1997 which has a garage that I was able to make my dream a reality.

Although I've always liked cars, I've liked trucks even more. There are a lot of good things to say about trucks: most of them only have a cab which means fewer parts need restoring, the initial cost of a truck is less than most cars, and a truck is great for hauling supplies. In addition, I liked the idea of restoring a truck because it is somewhat out of the ordinary. About a year after I moved into our current house, I found a 1935 Ford truck in the May 1999 *Hemmings* that was in my budget but it wasn't a complete basket case. It was located in Bowie, MD, and someone had sprayed a coat of primer on the

Dave continued on next page

Dave continued from previous page truck, and removed most of the fire equipment. It was fairly complete but very rough.



Dave's truck as found.

The seller agreed to cut off most of the rear body consisting of a 500 gallon tank water tank and plate steel body. I wanted to restore the truck to the way it was delivered by Henry Ford, so off it came. The deal included a spare engine and with the help of a flatbed, it was delivered to my house. Without too much trouble, I got it to fit into my garage. Once home, I started the cleanup process. This included demounting the "spare" engine and pulling the stuck engine out. I also joined the V8 national club and very soon after, I received a call from Cliff Green who came over to introduce me to the NVRG. What really impressed me was Cliff's generosity as he left me his copy of the 1936 Ford Truck Dealer Show-room album. Because of Cliff, I decided to sign up for the club.

Since then, I have accumulated lots of truck parts, studied and learned how Ford trucks were made, amassed a Ford Truck literature and reference drawing library and have built up the necessary support equipment like a sand-blast cabinet, large air compressor and other needed tools. At the same time, Sarah and I raised our two boys. Jacob is now a junior at William and Mary majoring in Physics and minoring in Marine Science. Peter is a first year student at the University of Virginia majoring in Aerospace and Mechanical Engineering. For the past 20 years, my truck project has taken a back seat to Boy Scouts, music lessons, school projects, and many other life events. Work and my career have kept me busy too. But now that Sarah and I are empty nesters, I have a bit more free time, and in fact, I've turned the corner of adding parts to the frame rather than just taking parts off. Along the way, I've been active in our club, serving on the board of directors since 2001 including a stint as club Presi-

dent, and I cook breakfast every year at Camp NVRG at Hershey. I also enjoy putting on the ice cream social every June.



Finally going back together – Dave reinstalls the first part.

The members of NVRG have been such a great source of inspiration and camaraderie to me, and I especially appreciate Cliff Green's reaching out to me so many years ago to join our club. I look forward to the day I can drive my truck to an NVRG event.

WELCOME TO THE CLUB

Scott Leaf & Debbie MacKenzie

Alexandria, VA

703-424-5871

leafdds@aol.com



1933 Standard Tudor



2015 IN REVIEW

2015 was another busy year for the NVRG. We held 10 monthly general membership meetings. We didn't have a meeting in June as it would have conflicted with the Eastern National Meet in Charlotte, NC. We traditionally don't have a meeting in December either, holding our Holiday Gala instead. Here's brief recap of the informative and entertaining programs offered during the past year:

- ✚ **Show & Tell** – the ever popular program gives everyone an opportunity to share their latest “finds, treasures and automotive oddities.”
- ✚ **Vacuum Windshield Wipers** – John Sweet kicked off this program by saying it “sucked” and then provided a history of windshield wipers and their care and feeding.
- ✚ **Spring Tune Up** – Eric Sumner provided tips for care-free touring in our V-8s.
- ✚ **1940 Fords, Mercurys and Lincolns** – John Sweet and Cliff Green covered the legendary 1940 Fords, Mercurys and Lincolns in detail.
- ✚ **Buying My First Ford V-8: If I Only Knew Then What I Know Now** – members recounted how they acquired their V-8 and the “learning experience” that came with it.
- ✚ **Eastern National Meet Review** – the NVRG contingent came home with 6 Dearborn Medallions and plenty of great memories
- ✚ **Auction and Ice Cream Social** – Auctioneer Nick Arrington kept us entertained while raising money for the Early Ford V-8 Foundation and Museum and Dave and Sarah Gunnarson provided the scrumptious ice cream buffet.
- ✚ **Hershey Review** – members shared their pictures and experiences at Hershey.
- ✚ **Batteries 101** – Cliff Green presented battery history, theory, and application plus how he put an Optima battery in his old Ford script case.
- ✚ **Veterans Day** – our guest speaker on Veterans Day was Captain Dallas Bethea, USN/Ret. who recounted his service as Commanding Officer of the USS Gary (FFG-51) during *Operation Praying Mantis* in the Persian Gulf “Tanker Wars” in 1988.

Besides the outstanding and informative monthly general membership programs offered, we had a busy year with hands-on tech sessions, garage tours, monthly breakfast get-togethers, car shows, swap meets, tours and other great events. Here (in no particular order) are just some of the things that got

us out of the house in 2015:

- ✚ **Columbia Build Session** – a hands-on tech session by Cliff Green and Mel Herwald about Columbia 2 Speeds and how to reassemble them.
- ✚ **Caffeine Double Clutch Breakfasts** – a great monthly gathering of V-8ers, Model A guys and train buffs, plus other assorted characters at the Fair Lakes Silver Diner.
- ✚ **Clem & Sandy's Train Day** – always a highlight of February (of course Valentines Day is THE HIGHLIGHT of the month, Dear!).
- ✚ **Sugar Loaf Mountain Region Swap Meet** – we got out and got ready for winter to end.
- ✚ **14th Annual Poker Run** – we saw the beautiful Virginia countryside in all its springtime glory.
- ✚ **Model A Small Parts Day** – hosted by the Model A club it's a day of camaraderie, food and a chance to work on small parts.
- ✚ **Fairfax Car Show** – another perfect day brought out lots of cars for our annual car show in front of City Hall.
- ✚ **Eric Zausner Garage Tour** – we get to see five exquisitely executed craft built hot rods plus Eric's spin dizzy collection.
- ✚ **Eastern National Meet** – lots of folks drive their V-8s down, other went as passengers and still others drove down independently.
- ✚ **Sully Father's Day Car Show** – another perfect weather day to enjoy our V-8s and the company of friends and family.
- ✚ **NVRG Picnic at Jim & Edna Cross' JEBBRA Farm** – V-8s and Model As take advantage of the perfect weather to gather at the Cross' farm for some delicious BBQ.
- ✚ **Drive-In Movie Tour** – the movie didn't win any Oscars but at least it was about cars.
- ✚ **Fall Memorial Tour** – a trip to SW Pennsylvania to see Frank Lloyd Wright's Falling Water and Kentuck Knob and a stay at the historic Summit. A little bad weather didn't dampen (groan) our spirits.
- ✚ **Hershey** – the Flathead Grille was open for breakfast and Happy Hour, we eat at the Penn Hotel and Sports Bar and Dukes and the weather was wonderful. Many great NVRG traditions live on.
- ✚ **M&D machine Shop Tour** – a tour to a high end machine shop, Al Mason's Garage Mahal to see the magnificent 1936 Auburn Boat-tail Roadster

Review continued on next page

Review continued from previous page

he displayed at Pebble Beach and the lunch at Magnolia's made for a perfect day.

- ✚ **Woodies at Rockville** – Woodies were the feature marquee this year and the NVRG provided a plurality of these unique cars.
- ✚ **Holiday Gala** – to round out the year we held our annual party in a new venue and had a wonderful time.



As you can see from the lists above the NVRG had another year crammed full of informative programs and great tours. We all owe a big debt of gratitude to the Board of Directors and the other folks who devoted countless hours to planning, hosting or supporting these activities. Beyond that, though, **I personally** owe many folks a great big **THANK YOU** for their contributions to the *Valve Clatter*. Without their contributions we wouldn't have such an outstanding newsletter. I also need to extend an even bigger **THANK YOU!!!** to Cliff Green for taking over the editor responsibilities while I devoted my time to running a reunion for the Navy helicopter Combat Search and Rescue squadron I flew with in Viet Nam. Without Cliff stepping in to keep things running I never would have been able to devote the time that both obligations required. Having said all that, below is a list (hopefully complete) of the folks who made contributions to the *Valve Clatter* in 2015 – you'll note that even non-members of the NVRG made contributions: Hank Amster, Jon Anderson, Sally Batchelor, Ralph Bradley, Bryan Chadderton, Wayne Chadderton, Clem Clement, Hank Dubois, Don Fowler, Joe Freund, Jim Gray, Cliff Green, Sandra Green, Dave Gunnarson, Von Hardesty, Gay Harrington, Dave Henderson, Mel Herwald, Clark Hoyt, Elyse Kudo, Jim LaBaugh, Jim McDaniel, Rick Parker, Don Pauly, Rob Pond, Bill Potter, Keith Randall, John Ryan, Dick Shafer, Bill Simons, Colin Spong, John Sweet, Dave Westrate, and Art Zimmerli.

That's a lot of folks but I'm always looking for new material and new contributors. You don't have to be an award winning writer to contribute – just send me what you've got and we'll work together to get it in the *Valve Clatter*.

CELEBRATING 75 YEARS OF THE 1940 FORDS

In 1940 Ford once again had a significant increase in sales over the previous year – the second year in a row since the abysmal sales in 1938. This is sort of remarkable since the basic 1940 platform was first introduced in 1937, had undergone significant improvements, but by 1940 was dated compared to the other competitors in the low priced field. In spite of that, the 1940 Ford has become an icon for both restorers and hot rodders, so popular, in fact, that Dennis Carpenter is reproducing coupe coupe body shells.



1940 Fords are the single most popular production year within the NVRG. Twenty two of our members own either 1940 Fords or Lincolns.



Nick Arrington – Convertible



1940 continued on next page

Bob Burke – Tudor Street Rod



Bill Chaney – Deluxe Coupe



Gene Ormandy – Pick-Up



Cliff Green – Deluxe Station Wagon



Steve Pieper – Pick-Up



Ken Gross – Deluxe Coupe Street Rod



Rob Porter – DeLuxe Convertible



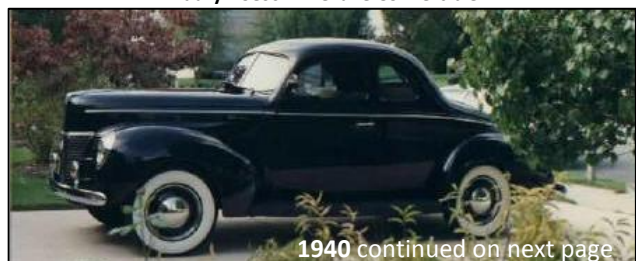
Von Hardesty – Deluxe Convertible



Maury Roesch –DeLuxe Convertible



Andy Koerner – Deluxe Tudor Barn Find



Art Spero – DeLuxe Coupe

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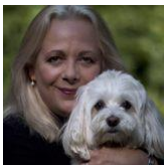


Red Vaughn – Lincoln Continental Cabriolet

Other 1940s in the club include: Bob Burke – Deluxe Coupe & Pick-Up; Bob Clark – Standard Tudor; Stephen Gibson – Deluxe Coupe & Sedan Delivery; Robert Gregg – Deluxe Convertible; Clift Hardin – Deluxe Convertible; Clark Hoyt – DeLuxe Coupe; Fred Janezic – Deluxe Tudor; Bob King – Deluxe Fordor; Ben McDonald – Deluxe Fordor; Alan Whelihan – Lincoln Continental Cabriolet.

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GREETINGS FROM ELYSE'S WINE CORNER



Pinot Noir and a Sense of Place



One of the most finicky grapes to coax an accurate and divine flavor profile from is Pinot Noir. There are a lot of Pinot Noir imposters sold under the guise of this varietal which are often a meld of other varietals such as Syrah to trick your palate into thinking it's a silky, weighty version. It's a shame of course, especially when there are seamless, seductive, stellar wines from a myriad of appellations for you to choose from. The wines from Burgundy, France and the Willamette Valley in Oregon are climatically suited to this finicky grape.

Burgundy, France – the dominate red varietal in the region is Pinot Noir. What's unique is the terrior coupled with the vine clones and the climate. I have always had a fondness for the region and think of the aphorism from the great gastronome- Jean-Anthelme Brillat-Savarin who said "Burgundy makes you think of silly things, Bordeaux makes you say them and Champagne makes you do them." The wine's grand expression that crosses your palate is uplifting, enlightening and simply marvelous. Burgundy's Cote d'Or is divided into two main viticultural regions, with the Cote de Nuits being the more northerly of the two, located just south of Dijon. Towards the South lies Gevrey-Chambertin,

known for its muscular, weighty body and a perfumed element. There's Morey-St. Denis which is meaty, tasty wine, Chambolle-Musigny, Vougeot, etc. A personal favorite is Vosne-Romanee – which tends to have a creamy, sensuous texture and a brilliant blend of spice. Look for producers Moillard-Grivot, Domaine Faiveley or Mongeard-Mugneret. These producers have a consistent track record of producing stellar wines. The price range is from \$40-\$70.

Willamette Valley , Oregon – home to more than 400 wineries, is known for world class Pinot Noir. Natural boundaries and the Willamette River create the 100 mile long, 60 mile wide Willamette Valley. This is a cool, wine-growing region located to the west or the "wet side" of the Cascade Mountains. The Willamette Valley AVA was authorized in 1984 and encompasses 3.3 million acres. The AVA has six sub-regions within the Willamette Valley which express the micro climates. They are McMinnville Foothills, Dundee Hills, Ribbon Ridge, Yamhill-Carlton, Eola-Amity Hills District and the Chehalem Mountain. Located in Dundee is a gem of a winery called Angela. Lauded winemaker Ken Wright crafts ethereal nectar which critics rave about. "A sweetheart of a vineyard"- The Wine Spectator, February 2015; "2012 Angela Estate 'Abbott Claim' Pinot Noir...This wine is well-named, as drinking it is a religious experience"- Neil Pendock, January 2015. Angela Estate is roughly \$50.00 and the Abbott Claim is \$60.00. Another gem is made by Adam Lee of Siduri. Siduri makes single-vineyard Pinot Noirs from 20 individual sites stretching from Santa Barbara to Oregon's Willamette Valley. Every Siduri Pinot Noir is vinified separately by vineyard, block, lot, clone, yeast and barrel cooper. Adam and Dianna Novy Lee named the winery after the character in the Epic of Gilgamesh. Siduri is an "alewife", a wise female (yes we all are...) divinity associated with fermentation (specifically beer and wine). The Siduri Willamette Valley Pinot Noir is \$20-22.00. For those of you that find comfort in familiarization, La Crema has ventured to the Willamette Valley and have a beautiful wine bottled under their Appellation Series. Six special clones, 667, 777, 828, Pommard, 114 and 115 are blended for this fabulous wine which can be found for \$30-\$32.00.

Valentine's Day is quickly approaching...after a ride in a classic Ford, a Pinot Noir from Burgundy or Oregon's Willamette Valley might be just what the heart desires.

Gala continued from page 1

Although the physical setting was different, many other aspects remained the same. Attendees were able to pre-select entrée choices of either Filet Mignon with mushroom peppercorn sauce; Fresh broiled Salmon with lemon butter or honey Dijon Glaze; or Grilled lemon chicken breast. We also had a choice of desserts: either chocolate mousse or sherbet, and of course salad and rolls to start with and coffee or tea to enjoy with dessert. And our tables were festively decorated once again by Sarah Gunnarson. We started the evening with some liquid libation and a social hour where we caught up what had happened since we last saw one another. As time passed we staked out places at the tables either choosing to sit with a group of friends or taking advantage of the opportunity to get to know other club members and their spouses better.

Once we our appetites were sated out-going NVRG President Jim McDaniel took the floor to introduce Joe Freund as our new president and provided an update on the various changes among the Board of Directors and Committee team leads. Thankfully both Jim and Joe knew that what we really wanted to get to was the gift exchange so they yielded to floor to Bill Simon our entertaining master of ceremonies in years past. Bill started by explaining the gift swap rules for folks attending for the first time and for those of us who needed a little refresher training. The most salient points: everybody opens their gift and then has the opportunity to swap it with an open gift previously drawn. The best time to have your ticket drawn is first – although you don't have anyone else to swap with at that point you're really in the driver's seat; after the last gift is opened you finally get a chance to swap, choosing from any gift that was previously drawn. Keith Randall was the person lucky enough to be first up so he spent the evening keeping a watchful eye on items that were of interest to him. To facilitate that, the second important rule is that all gifts are to remain open and visible – you can't hide them under the table hoping to keep it for yourself. The greatest enforcers of this rule seemed to be one's tablemates with loud objections heard when anyone tried to put their gift in a "convenient location." Bill Simons once again did a great job entertaining us and keeping the proceedings moving along with a constant stream of witty banter. As usual there were several items that changed hands numerous time before Keith made the final swap. Among the more desirable gifts were

a Craftsman shop vac and two cedar blue bird house made by Jim Cross. For those who've been to Jim and Edna's farm before you know that Jim has his own sawmill and rips, seasons and planes the boards for his blue bird houses.

As the last official event of the evening Dave Gunnarson conducted the traditional raffle for the table decorations. At the end of the evening everyone agreed we might have held our Gala in a new facility but it we still had a marvelous time.

Lastly we want to thank Cliff and Sandra for all their work in the past and also thank Joe and Sara and Dave and Sarah for making this year's Gala a perfect introduction to the holiday season. We invite all who were unable to attend strongly consider joining us next year for an evening of Fords, food, fun and fellowship.

TECH TALK

You Learn Something New All the Time

By Editor

It's pretty obvious that '32-36 Fords use a left and right cylinder head because the water pumps are mounted on the front of the head and it would be pretty difficult to install them incorrectly. But starting in 1937 things became less obvious when the water pump mounting areas were moved to the block and became an integral part of the engine mounts. Fords still used a left and a right head but it was pretty easy to install the heads backward or the even install two heads with the same part number so one head was installed correctly and the other head was incorrectly installed. I think most of us with '38-42 engines eventually learn that these engines have two different cylinder heads that are identified by the basic part number xx-6049 for the right head and xx-6050 for the left head. It's virtually impossible to read the numbers if the engine is in the car and has all its accessories installed. Once the engine is in the car about the only way to determine if the heads are installed correctly is to feel the indented part number cast into the head is at the rear of the head.



81A-6049A is a right head for a '38-42 engine.

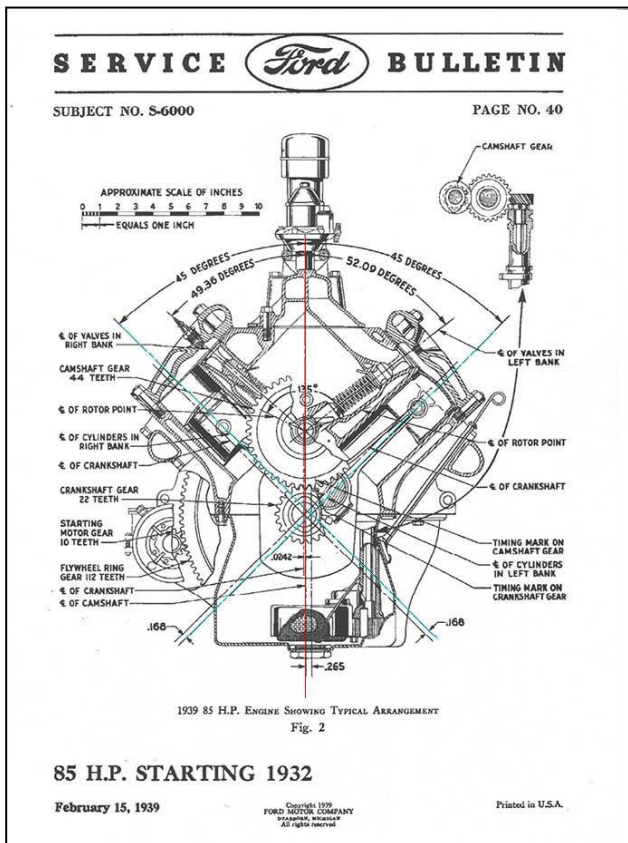
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Try looking through this thicket to find part number! The arrow points to where it's located on the back side of the left head.

We all know that ol' Henry was pretty frugal when it came to designing and building cars so why in the world would he have two different cylinder heads on the '37-42 engines if they could be swapped side for side. Until now the most plausible explanations had to do with trying to provide adequate cooling to the two rear most cylinders but I think recently I finally came across the real reason – even though the block is known as a 90° V it's cast asymmetrically as far as the location of the crankshaft and valves are concerned.

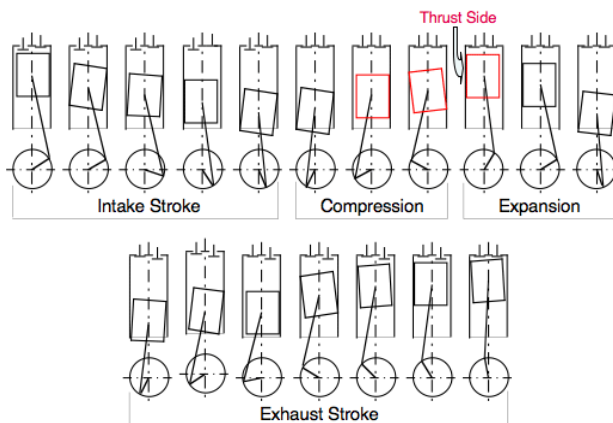


Notice that the centerline of the valves for the right bank is 49.30° and for the left bank is 52.09°

I recently came across the following info online in articles on the [H.A.M.B](#) and [Hot Rod Network](#) that offer a sound engineering reason for the asymmet-

rical anomaly. I've tried to synthesize the two articles into some sort of coherent information.

The V-8 is designed *desaxe* (offset) - the cylinders' centerlines are offset from the crankshaft centerline in the direction of rotation. Advantages of that are reduced piston side thrust, less piston "slap" when cold (quieter), and greater than 180 degrees duration of the intake and power strokes for potential power increase over standard layout (with the penalty of variation in inertia forces). When the piston is coming up, the rod is pushing it from one side. When the piston goes over center and starts back down, the rod is being dragged to the other side of the cylinder bore. Since there must be some clearance, the piston will slap when it does this. By offsetting the cylinder (or the piston) this slapping action takes place in a slower gentler way, minimizing noise. Look at the diagram below and visualize the piston rocking from one side to the other at TDC and you will see it. To put it another way, the piston will stop at TDC and start back down before it shifts from side to side.



The crank offset means that the valve inclination in one bank is different from that in the other bank (7 degrees from cylinder centerline in the left bank, but less than 4.5 degrees in the right bank). And the result of that is that the valve reliefs in the block face are of different volumes. If the cylinder head combustion chambers are of identical volume then the compression ratio is slightly different between the banks (lower in the left bank). This happens because the valve reliefs in the left bank are larger than that in the right bank hence the total combustion chamber volume is larger.

The eventual solution to the piston slap problem was the use pistons with offset gudgeons and wrist pins in all Ford engines.

That's my story and I'm sticking to it.



2016 Eastern National Meet

Gettysburg, PA

August 8 - 11, 2016

Wyndham Gettysburg

www.wyndhamgettysburg.com

**Celebrating the 75th Anniversary
of the 1941
Ford**

TOURS:

- Bus tour
- Driving tour
- Local Garage Tour

We're working on details of where we'll be going...

EVENTS:

- On site movie theater
- Welcome Party Buffet
- Ice Cream Social
- Your Choice Raffle
- Awards Banquet

CAR SHOW RULES

- show vehicles must have a fire extinguisher
- show vehicles must pass operational check inspection
- participants must be members of the Early Ford V8 Club of America
- we will have a display division for hot rod participation

EVENT MERCHANDISE:

Your Choice Raffle plus
tee shirts
polo shirts
sweat shirts
denim shirts
hats
logo pin
logo gear shift knob

EVENT REGISTRATION

Download registration form from www.NCR36.com and mail payment and form to:

EFV-8 ENM

c/o Cornerstone Registration Ltd

PO Box 1715

Maple Grove, MN 55311-6715

Make checks payable to "National Capital Region 2016 ENM" or simply "2016 ENM"

**SWAP MEET SPACES AND TRAILER PARKING
AVAILABLE**



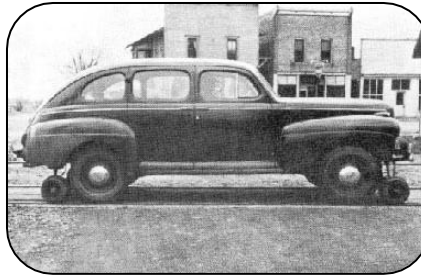
Information Contacts:

Willis Terrett, Chairman, 713 Mattawa Ct., Millersville, MD 21108, 410-923-1154, Email: v8ford51@gmail.com

Norm Heathcote, 305 Gwynnbrook Avenue, Owings Mills, MD, 21117, 410-227-2040, Email: vvomllc@hotmail.com

Al Zimmermann, 12887 Eagles View Rd, Phoenix, MD 21131, 410-560-0237, E-mail: zimmco1@comcast.net

Cecil Polan, 1109 Gerrardstown Road, Gerrardstown, WV 25420, H 304-229-8366, Email: ckpolan@gmail.com



YOU ARE INVITED TO OLD CAR AND TRAIN DAY

SUNDAY, FEBRUARY 21, 2015 from 12noon to 5 PM

@

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.
- ✚ If you bring your kids be sure to take them home with you – however you can leave your old cars and old trains for Clem if you want to!
- ✚ 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.

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



Northern Virginia Regional Group Automart



Vehicles For Sale

1936 Ford Fordor Touring Sedan – They're still out there. A friend of mine, Buddy Mooney, has a '36 Ford 4 door touring sedan for sale. Asking \$7K OBO. His number is 240-320-7930. It is an early '36 and appears to be all original and complete. For pictures contact **Mike Prater** michael6225@comcast.net (07/15)



1947 Ford Super Deluxe Sedan Coupe. Rouge/HPOF car. Runs and shows well. \$25K, **1948 Ford Deluxe Coupe.** Multiple Dearborn/AACA awards. Restored. \$27.5K, **1949 Ford F1 Stakebed** truck. Off-frame restored. Beautiful. Needs nothing. \$25K. **Jason Javaras** (540) 786-5819



1935 Ford Fordor. Owned since 1962 by National Capitol RG member. Green with black fenders. New mohair upholstery, new battery, and bumpers chromed. It needs a tune-up etc. Car is in Frederick across the street from the fairgrounds in a garage. **Richard Ramsburg** 321 210-8667 (05/15)



1948 Mercury 4-door Sedan. Rebuilt flathead V-8, frame; brakes, radiator, heater, radio, gas tank redone, bumpers re-chromed. Body needs refinishing. \$7,500.00 Nego. Extra parts and trim available. **Harry Foor** – Western Maryland, 301-689-9184, hwfoor@verizon.net(01/15)

Parts and Miscellaneous For Sale

Garage Space Available – garage bay - approximately 25 1/2' by 11 1/2' with a 12' ceiling. \$250/mo., or in part for smaller vehicles which would fit in multiples @\$90 each. The building is a secure modern garage on an occupied property, located in the Fairfax City area. **Dave Henderson.** 703-938-8954 or jrdshen@verizon.net (01/16)



VA License plates – 1 set 1932 truck, \$100 or offer; 1 set 1954, \$100 or offer; both need some touch up – Locking latches for 1934-35 Ford Trunk (New), offer -



Welding set, two medium tanks with cart and welding table, \$50 or offer – Home made trailer with 1932-34 wheels, \$50 or offer. **Benny Leonard,** benshar100@gmail.com, 703-863-5814 (C) 703-278-2994 (H) (09/15)



1934 Parts – Front and rear fenders, fair to good condition; headlights, front bumper, bumper brackets. **Mark Luposello,** 703-399-0999, or drspdracer@gmail.com (05/15)



4 used Coker WWs and tubes, 6:00x16, low miles, good tread, no dry rot. **Bill Chaney,** flihi@cablefirst.net or 804-776-7597 (04/15)



Transmissions: '49-'50 overdrive, '51 overdrive, '56 H.D. (292"-312"), '75 automatic (Windsor). Engines: '86 T-Bird Ford 5.0L (302"), '74 Mercedes engine and trans, includes all accessories and cats. Misc: '49-up starters and generators, '49-53 water pumps. Much more, just ask. **Steve Groves** – 301-530-7411 before 9:00 pm. (03/15)



Bumper type tow bar, \$50. 1/2" drive air impact wrench, \$10. 3/8" air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley,** wbs39@cox.net, 703-679-9462 (09/14)



Welder with both oxygen and acetylene tanks. It also includes two welding tips plus a cutting torch. I will also throw in a package of steel rods, brass rods and aluminum rods – \$125. Other miscellaneous 1953 Ford parts. **Tom Shaw** – 703-771-9374 (07/14)



1933-34 Parts: 40 year collection of small and large parts left over from 2 frame off restorations. Engine parts of all kinds; 3 21 stud blocks – complete; 3 rear ends and a complete front end; 1 rebuilt '34 radiator; 2 transmissions and 4-5 sets of used gears up thru 1939. Many brake parts. Set of 16" wheels. Adapters to install a 51-53 Flathead in '34 frame. Act

Automart continued on next page

Automart continued from previous page
 now, they're going fast. Put these parts to good use
 – I won't be restoring another 1934 Ford. **Don Hill**
 1308 Bragg Road, Fredericksburg, VA 22407 – 540-
 847-3363 (07/14)

Wanted

'40 Ford Oil Bath Air Filter – Thanks in advance. **Nick Arrington** nta1153@verizon.net or 703-966-8422 (01/16)



Used tires: 650/70/15 or 700/70/15 (2 or 4) for my 1947 Chrysler. **Andy Koerner** akoerner2@cox.net (09/15)



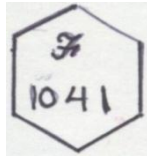
Single garage space somewhere in the Fairfax Station, Fairfax, Springfield, Lorton area. Minimum of 10' x 20'. If you have space or any leads let me know. **Don Lombard** (C) 703-975-6454 (H) 703-690-7971 or don.lombard@verizon.net (08/15)



8BA script head bolts – see images below. Must be in excellent shape. **Steve Groves** – 301-530-7411 before 9:00 pm. (03/15)



Need 8 or more long
 and 6 or more short



Need as many as you have
 – both long & short



For 1940 Ford – heater switch for hot water heater. – **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 (12/14)



For 1935 Ford closed car: the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 – Jeberly4@comcast.net (07/14)



Driver quality 35-36 Pickup: Contact Nick Arrington – nta1153@verizon.net or 703-966-8422 (01/15)



CELEBRATING 75 YEARS OF THE 1940 FORDS

1940 continued from page 8

Here are a few 1940s Convertibles that probably don't exist today and a '40 Woodie that does – Cliff Green calls it a "starter kit."



This 1940 Convertible was left behind by the Japanese when they fled Manila in 1945 as returning American forces advanced on the city.



This 1940 Convertible looks like it was involved in a rollover accident and probably was a total loss.



This 1940 Convertible suffered fire damage (that's the interior strewn about the front yard) and just maybe survived.



Cliff's '40 Woodie starter kit.



NVRG Calendar



<u>January 2016</u>	
1	HAPPY NEW YEAR!!!
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: The ever popular Show and Tell – bring your newest “treasure(s) to share with us – Refreshments: Jim McDaniel
22	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
26	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
26	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>February 2016</u>	
9	Membership Meeting – 7:00 pm – Nottaway Park – Program: The 1941 Fords, Mercurys and Lincolns – Ken Burns, John Sweet and Dave Gunnarson. Refreshments: Nick Arrington
10	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
21	Clem and Sandy’s Annual Train Day – see page 12 for details.
23	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
23	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>March 2016</u>	
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: TBD – Refreshments: Gay Harrington
TBD	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
25-26	Sugarloaf Mountain Region 46th Annual Antique Auto Parts Meet. Doors open at 8am. Carroll County AG Center, 706 Agriculture Center Drive, Westminster, MD. For more info contact: Robert Clubb 301-829-2000 or smraaca@aol.com
29	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
29	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

<u>Down the Road</u>	
	<ul style="list-style-type: none"> ✚ April – Annual NVRG Poker Run ✚ May – NVRG/City of Fairfax Car Show ✚ June – Sully Father’s Day Car Show ✚ July – NVRG Picnic ✚ August – Drive-In Movie Night

Celebrating 75 Years of the 1941 Ford



Early 1941 Ford Super Deluxe Tudor



Regional Group 96
Early Ford V8 Club
Post Office Box 1195
Vienna, Virginia, 2218

FIRST CLASS MAIL