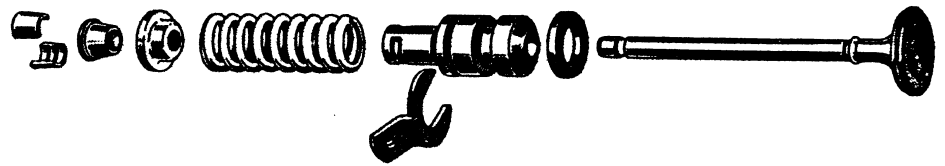




Valve Clatter



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

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

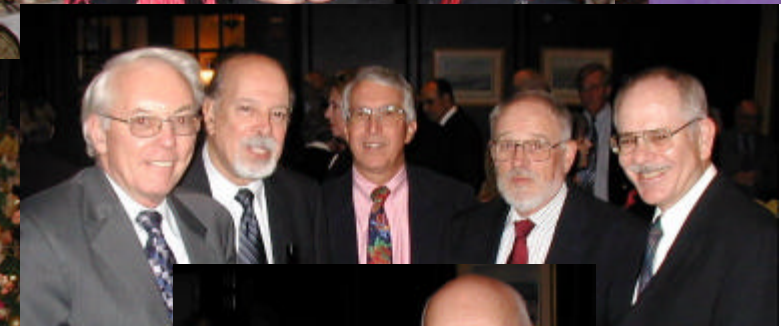
Volume XXIV, No. 1

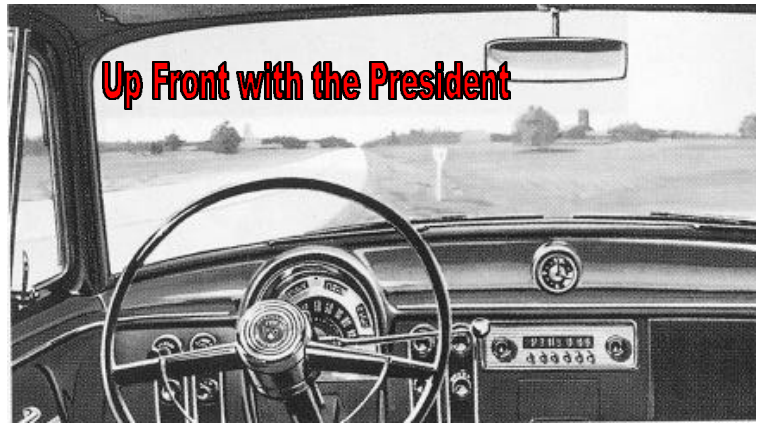
January 2006

Cliff Green, Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003, 2004

NVRG HOLIDAY GALA





January 2006

Happy New Year to all of you early Ford V8ers! Seems like only yesterday that we were getting ready for the Holiday Banquet and here we are celebrating the New Year. It promises to be another good one for the NVRG.

I'm sitting here looking at my NVRG calendar and enjoying the picture of **Patrick and Diane O'Neill's** '37 pickup, Mildred, driving down a snow-covered road. **Ken Burns**, who put the calendar together, says that the calendars sold out in nothing flat. I'm not surprised. They certainly rival any calendars I've seen in stores this year. (Of course, I may be a little biased because I certainly enjoy the subject matter.) If you weren't able to get one, my apologies. Looks like we may need to print a larger run next year (assuming we want to do it again). And, if we do want to do it again, now is not too early to begin taking pictures for the 2007 calendar, especially the seasonal ones such as the winter pictures.

I was able to get out to **Tom Shaw's** place along with several other club members a few weekends ago. We had a good time pulling the engine on the '53 Ford he is working on. There is an article on this in this Valve Clatter that describes the work party in more detail. If you get a chance to participate on a work party like this, do it, because in addition to helping a fellow club member, you'll almost certainly learn something new. In this case, it was an engine attachment for the hoist that **Don Lombard** had made up and brought. Pretty slick and simple was the consensus.

Hank Dubois, our tour chair, has put together a tour for January. There is an opportunity to visit two garages and have lunch with your fellow V8ers. You'll find more information on this elsewhere in the Valve Clatter.

Eric Sumner, our program chair, has lined up our own **Ken Burns** to speak at our next membership meeting on media blasting. From the title of the presentation, I would guess that we'll learn that there is more to this than just sand blasting.

And speaking of tours and programs, while all board members appreciate input from NVRG members, these are probably the two areas that benefit most from member input. After all, you are the ones that know what you want to do and learn about and our members have continuously provided great ideas for tours and programs. Give a little thought to them and provide your ideas to Hank and Eric because we're going to have another great year.

JOHN

2007 Eastern National Meet Update

Cliff Green

The Meet Committee will be separate from the NVRG, and we are incorporated with the State of Virginia as VA-V8, Inc. This was necessary, because no one wanted to take the responsibility of signing the hotel contract. It will be dissolved after taxes are paid, and the remaining funds will be donated to the NVRG. The directors of the corporation are Cliff Green, Hank Dubois and Hank Amster. We are in the process of writing by-laws. NVRG Board of Directors voted to loan the corporation \$4,000 and \$2,000 was loaned from the National Club to "Grub Stake" this undertaking. Hank Amster, having resigned from Club treasurer, is assuming the financial responsibilities.

We have signed a contract with the Hyatt Fair Lakes in Fairfax. Having investigating eight hotel sites in the local area, this hotel was the obvious choice, also the one with the best rooms at the lowest prices. They are very cooperative and we look forward to working with them. The Hyatt has hosted the Mustang Club Meet and the Cougar Club Meet so they are experienced with what we require.



The issue of what to do with all the expected trailers (90 at the Hiawassee Meet) was resolved by utilizing the parking lots at George Mason University. The Mall would not allow such parking. It is a bit further away than we would like, but it is only three stoplights away from the Hyatt – 4.5 miles.

This is what we are thinking:

Thursday will be check in day, seminars, Presidents meeting and a welcome party at the hotel.

Friday, a bus tour is to be organized to Washington with perhaps a lunch on the Potomac. Friday night – judges meeting. Dinner on your own.

The Concourse will be on Saturday. There is enough ample shaded parking for the entire field. The ladies could bus to Mt. Vernon and have lunch in Old Town Alexandria. Immediately after the judging there will be a tour to Jim Cross's farm in Leesburg for a catered outing with a band. The banquet will be Sunday night and to entice the registrants to stay, there will be a lunch function and guided tour at the Air & Space Museum at Dulles.

Bill Fox and his son, who is a graphic artist, are doing work on the Meet logo. We are still seeking a theme.

Upon reviewing the financial statements of past meets it is noted that everyone has made a profit into five figures!! This is not a given, but indicative of what we can do if we make the meet attractive to draw the V8'ers. I believe we can do this. A budget will be made, utilizing the spreadsheets of past meets to help be realistic.

Member Ray Kunsman of Savannah has offered us his running, 1940 V8 60 display engine at an attractive price. The BOD gave a consensus for the Meet Committee to purchase this display for promotional purposes and donate it to the Early Ford V8 Foundation after the Meet. An appropriate plaque will be attached acknowledging Ray's creation and the NVRG for donating it. This will be the 75th anniversary of the flathead. We plan to bring the engine to the 2006 Eastern Meet, Hershey and other functions – perhaps to the local Ford dealers. We shall seek donations to help pay for this.



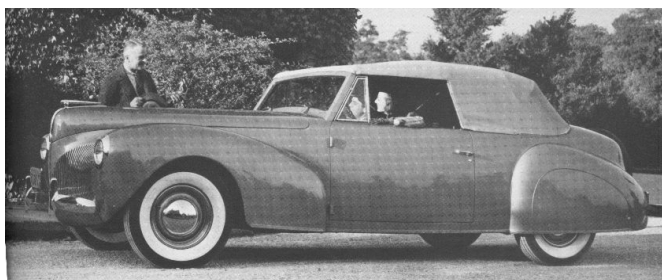
We will need ideas for a raffle item(s) to help fund the meet.

The first meeting of the complete Committee will be held Saturday, January 7th. Responsibilities will be assigned and ideas will be formulated. We shall need the cooperation of the entire club for all the tasks that will be generated – **we know we can count on you!**

PART 4 CONTINUED – THE END OF THE ZEPHYR AND THE RISE OF THE CONTINENTAL

John Sweet

From the beginning, the Continental was something special. Basically a customized Lincoln-Zephyr, the Continental entered into the high-priced market vacuum left by the “K” model. While based on the Zephyr chassis and running gear, it’s production harkening back to the coach-built era of the previous decade. Each and every Continental was a custom built car. Lowered body, hood, with front fenders lengthened by 8 inches, Continental bodies always show evidence of being hand-fitted. Only the finest leather, broadcloth, and whipcord interiors available were installed. While these cars carried the standard HV-12 engine, the engines were dressed up with polished aluminum heads and intake manifolds, in keeping with the Continentals new status as the top of the line



As for the rest of the lineup, the other big news for 1940 was the introduction of new bodies for the first time since 1936. Because of the new bodies, the ‘40’s were actually lighter than their predecessors and had more interior and trunk room. The design also elevated the running board for the first time. Sealed beam headlights made their debut, as did an exceptionally smooth column shift. Vent windows were added and glass area was increased by 22%, which was especially helpful when looking out the rear windows (earlier models had a bit of a blind spot.). The custom interior option continued and two-tone paint jobs were available. Other options included the Columbia two axle, radio, heaters, both hot air and water, trim rings, license plate frames, heavy duty air cleaners just to name a few. Models for the Lincoln line of 1940 included the model 72HA/B 3-Window Coupe (the B had opera seats fitted), model 73H Four-Door Sedan, Model 76H Convertible Coupe, Model 77H Club Coupe (new), Model 22H Town-Limousine, the Models 56H Continental Cabriolet and 57H Continental Coupe, as well as a few leftover ‘39 K models re-designated as 1940 models.

As was standard with the Zephyr, 1941, the second year of the restyle, meant refinements to the look introduced in 1940. The grills were modified with a chrome surround and parking lights were placed on the top of the fenders. Refinements in the suspension made for a better riding car. Option-wise, the ‘41 models had the same ones as ‘40 except that a Borg-Warner Overdrive was now part of the list. (Both the Columbia and the Borg-Warner could be ordered on the same car -- a great option for that Mobil Gas Economy run!)

Lincoln’s other big news for 1941 was that it was back to three distinct models. There was of course the Lincoln-Zephyr, the Lincoln Continental, which had been turned into a separate line that year, and for those wealthy individuals looking for a larger automobile, a new model, called the Lincoln Custom was introduced.

The Lincoln Custom was meant to fill the need were the limousine model K’s had left off. Again, powered by the HV-12 engine and utilizing many standard Zephyr parts, Lincoln Customs were just as one-off as the Continentals. Two models were featured, the Limousine and the Town Sedan. The Limousine was the one with the divider window. These large, roomy cars could carry eight passengers and featured hydraulic windows and 13 different interior options.

As automotive styles changed, Lincoln lost its position as style leader. Two years before, General Motors had introduced a new larger, more massive front grille appearance on the cars. The public loved it and soon other makes were copying the look. Lincoln was no exception. In 1942 the Lincoln line received a facelift and was playing catch-up to GM. The ‘42’s were boxier, and much less streamlined than their earlier counterparts. The Bodies were longer and wider, weighed more as well. Lincoln, like Mercury, tried to engineer innovation in the form of the Liquamatic semi automatic transmission, but that miscalculation was quickly swept under the rug. If everything had been properly tuned, connected and tested, it might have worked, however, the with lack of proper engineering, plus poor tolerances and electrical insulation, the new transmission were labeled as trouble-prone and unique engine and transmission combinations were quickly replaced by the factory with standard units.

Lincoln’s line up remained the same across the board, as did the models for Zephyr, Continental and Customs. With war clouds on the horizon, and with Ford committed to becoming part of Roosevelt’s “Arsenal of Democracy,” severe production limits had been set in place by the government in order to conserve much needed war material. Prior to production, the Office of Production Management (OPM) had cut Lincoln’s 42 production by half. The 1942 models were introduced in September of ‘41, and just as the 42’s were just ramping up to the previously agreed upon abbreviated production schedule, the Japanese attacked Pearl Harbor. Immediately after December 7th, OPM placed further restriction on materials and the writing was on the wall. All civilian auto manufacturing was to cease production as soon as previously set quotas had been met. The very last Lincoln-Zephyr, a Model 73H Four-Door Sedan came down the line on January 28th, 1942. Although deep into defense work during the war years Lincoln still advertised for better times. Its ongoing theme stressed that “Tomorrow, you’ll overtake far horizons.” It was prophetic harbinger of things to come.

Next month: Part 5: The Postwar Years

LADIES COLUMN

PAGE ONE THIRTEEN SIXTYFOUR

HERE'S YOUR PACKING "PROGRAM"

We've worked out . . . and only what luggage you can put into your car, but what you might put into your luggage

By DOROTHY DIGNAM

Luggage for two week's trip for man and wife:

- 1 large fiber suitcase for folded garments (takes this one)
- 1 fiber suitcase for all the ordinary accessories, shoes, shoes
- 1 small (shoulder) suitcase
- 1 big paper cover for your camera
- 1 sports bag for fishing, big rods or canoe

A Woman's Week-end Ward:

Ward: a two-piece suit with matching or contrasting skirt, all slanting or crinkled-reinforced seams, square yoke for best weather. Dark color, matched hat of same fabric.

- 2 blouses - one for starting off, one for evening hours. Eight-ounce, man's-wool fabric.
- 1 pair pocket-dress for Sunday.
- with matching or contrasting skirt
- Large evening dress, all-wool fabric
- Cozy party dress, knit or crepe
- At extra good price, also a long party dress
- 2 sets women's shoes
- 1 pair silk stockings
- 1 light fabric bag
- Towel kit and hairbrush

For a Woman's Two-week's Trip:

Ward: Why not a knee-length, long-sleeved, button-down, one-piece dress in a dark, rich color? It's simple, smart, and easy to pack.

- 2 sports dresses in crinkled-reinforced fabric
- 1 separate sweater skirt
- 1 set rain overcoat
- 1 blouses
- 1 all-wool party dress, with long, gathered skirt, with buttons
- 1 velvet jacket, in shade for day and evening
- One set of accessories for afternoon and one for evening
- Extra skirt or afternoon dress
- 1 light
- 1 pair hanging pajamas and slippers
- 1 pair women's shoes
- 1 pair silk stockings
- 1 pair light fabric bag
- 1 pair light fabric bag
- 1 pair light fabric bag
- 1 pair light fabric bag

Luggage compartments loaded for two ladies, for a two week's trip. Remember that several small fiber bags are easier for women to handle than one enormous, heavy bag, and tourist stops do not have a bevy of bell boys!

Ward: heavy bag, and tourist stops do not have a bevy of bell boys!

- 2 suitcases
- 2 dressings
- 1 sports bag
- 1 hatbox (to be stored)

With the small trunk space in the prewar V8's this article in the July 1938 *FORD NEWS* told "We've worked it out...not only what luggage you can put into your car, but what you might put into your luggage."

The '38 ford in the lower left has a spare tire that takes up much of the trunk – however it is loaded with luggage for two ladies for a two week trip! "Remember that several small fiber bags are easier for women to handle than one enormous, heavy bag, and tourist stops do not have a bevy of bell boys!"

TECHTIP – CHECKING YOUR COOLANT

John Girman

Now that the weather is getting colder, we need to do one of two things with our early Ford V8's to prevent damage from freezing coolant: drain the coolant from the engine or make sure we have sufficient freeze protection in the coolant. Most of us are familiar with how to check the coolant for freezing protection. You just need to use a

hydrometer, either the inexpensive type with the little floating balls or the more sophisticated type with graduated markings on a float. About the only caution to be observed is to make sure you are using the correct hydrometer, i.e., one for ethylene glycol coolant or for propylene glycol coolant, depending on the type of coolant you have in your early Ford V8. You also need test the coolant under the conditions correct for the type of hydrometer you are using, either hot or cold.

However, there is another test for coolant that is equally important: checking to make sure your coolant still has sufficient corrosion protection. While this is important for all early Ford V8's, this is especially important if your engine has an aluminum head. The corrosion protection that is in all new coolants can be depleted with time and electrolysis can result. Basically, electrolysis can occur whenever two dissimilar metals are in contact with each other and with an acidic solution. This forms a simple electrical cell and the resulting electricity can cause corrosion. Thus, if the coolant is allowed to become acidic, the internal parts of the engine (and even the radiator) will corrode.

Fortunately, there is a simple test you can do to check for corrosion protection. You could use pH strips to check the acidity of your coolant but most of us don't have a handy supply of these. Instead, you can use a tool that



most of us have at hand, our volt-ohm meter (VOM).

All you have to do is set your VOM to a DC voltage range that can measure in tenths of a volt. Remove the radiator

cap and place the metal probe of the negative VOM lead into the coolant, being careful that it does not touch any other part of the radiator. Place the positive lead of the VOM against a bare metal part of the radiator (or a good ground on the engine). If you get a reading of 0.2 volts or less, your coolant is in good shape. If you get a reading of 0.5 volts, your coolant is borderline and you should consider replacing it. If you get a reading of 0.7 volts, replace your coolant immediately.

That's all there is to it. Now is the time to check your coolant. (And by the way, this also works for modern cars and corrosion protection is even more important for them because of all the dissimilar metals in a modern engine.

1949 Woodie Takes a Step in the Right Direction. *Bill Simons*

As some of you may remember, I purchased a 1949 woodie that I discovered in Limrick Maine, and closed the deal the week of 9/11/2001. Due to the airline crisis, the seller agreed to deliver the car to Dillsburg PA. The club's transportation angel, Charlie Morrison, along with Hank Dubois helped me get the car down into my garage where it has sat for over 4 years. During that time I have rather slowly and casually disassembled everything right down to the absolutely bare body shell. As we all know, that was the easy part.

After some thought it seemed like the next logical step was to have the car painted. I realize that the paint will undoubtedly get dinged up during the re-assembly process, but I had to start somewhere.

If any of you have had the task of looking for a shop that would meet your financial and timeline requirements and still produce a quality product, you know that it is quite a challenge. After several false starts, Bob Wild suggested I call Paul Price at Unlimited Auto Body in located in Marshall, VA. Paul's dad, George, is a retired Fairfax County automotive vocational school instructor and an active member of the model A club. Both he and Paul had that necessary "feel" for old cars so I was comfortable from the "get go".

Last May, Tom Shaw and I went out to visit Paul and I took him a bunch of pictures to show him the condition of the "patient". I agreed to his price and delivered the car to him the first week in May. He did make the comment that because he had so much other regular collision damage business that he made me promise to come and pick up the car in two weeks. No long term storage! Well, whatever you do, don't throw me in the briar patch! I was thrilled to think that this process would only take two weeks.

Well, two weeks came and went: not ready yet. No surprise. May passes, as does June, and I am scheduled to



be in Maine for the month of July, so we agree, August is the month. I make a visit the first of August and view first hand the beautiful paint job completed. Almost! The hood is still being worked on and not yet painted and not on the car. In all fairness, the hood, which is notoriously flimsy on the 49, needed some repair work and it was still a work in progress. "It will be ready soon". September, October, and November pass and I am starting to get just a little nervous but on December 1st I arrive with the tow truck to pick up the finished product. As you can see from the picture, Paul and George have done a beautiful job. Some things are worth waiting for! The color is Meadow Green, the original color of the car, which they copied from the inside of the spare tire cover where the original paint was nicely preserved.



Now the hard part begins!



A Cover Girl for Glamour... A Budgeteer for Thrift!

Yes, you "see me!" in style in the big new Ford! You'll find "Flintstone Car" beauty in every detail of its construction... in the rich, long-wearing black and bronze of its smartly finished interior.

And that "high tech" look is created by the "let's go" features of Ford's two great engines. Take your choice of the famous 100 h.p. V-8, or standard motor that is "stronger while it works!" — in its comparison to quality, the '91 h. p. Six!

You'll enjoy the comfort of Ford's "Mid Ship" Ride, controlled by "Hydra-Gold" front springs and "Para-Flex" rear springs! No pitch on the rough roads, no sway on the curves. And Ford gives you the safety of a heavy-gauge steel "Ligature" Body!



"Test Drive" the big new FORD

You who have an eye for detail will welcome the economy of this rugged beauty! Its low in line cost... low in operating cost... high in trade-in value. It's America's big "recession package"!

BACK PAGE PICTURE

This is an appropriate picture for this time of the year! Here we have either a '38 or '39 chassis with a custom bus body. It takes a sharp eye to distinguish between the two years. The '39 visual differences included a lower profile hood ornament/latch handle and the absence of a "V8" emblem on the grill center molding. Of course the '39 would be the first year for hydraulic brakes and the introduction of the 99A 95hp engine which was an option on all commercials. The 157 inch wheel base chassis sold for \$625 with the basic engine,

NORFOLK PICTURE UPDATE



On the front page of the September issue I ran a picture received from Tom Shaw of a Norfolk scene identified as late fall 1940. Since that time there has been numerous follow ups to determine the exact location.

My sister-in-law who lives in VA Beach, took an interest in this puzzle and consulted her step-mother, a life long resident of Norfolk. She took the picture and showed it around her retirement home and lo and behold there was a elderly gentleman there who lived in that very neighborhood, the 600 block of Campostella Rd. in South Norfolk! Beside the Hoff Café was the Pender supermarket and it was to move across the street where the new construction is. The traffic was involved with the Ford Plant not far from where the picture was taken. The houses are still there!

SELL/WANT

WANT: I have someone that needs a 1936 LB engine block to put on a car that he is restoring. If any of the members know of one for sale, Please contact me at one of the following addresses: Dick McNinch, 215 Stoney Creek West, Nellysford, VA. 22958; Phone 434.361.2568; Fax 434.361.1356; email-OLCARFN@aol.com. Dick McNinch

SALE: Set of 5 (4 used & 1 new) belted p225/75 15 1" WW, U-Pick up near Berryville. Offer. Jerry Lunt 540-955-5697

MEMORABILIA



Entrance ticket stub from the 1940 Fair in NY



A photo from the Farm Service Administration – Looks like this gentleman is enjoying himself. What will that broom do to the finish!! Is this what we shall expect this month?

JANUARY GARAGE TOUR

January 21

We will be visiting two fine antique car restoration/repair shops that are well known to NVRG and have done work for a number of NVRG members. Don't miss this tour!

High Expectation Auto Restoration – Front Royal, VA (10:00 AM)

AND

Karl Anderson's – Berryville, VA (2:00 PM)

Depart Fair Oaks Mall at 8:30 AM and drive to Front Royal via I 66.

Lunch at a restaurant in Front Royal following our visit to High Expectation.

After lunch, drive to Karl Anderson's via Rt. 340 and local roads.



V8 CALENDAR NVRG



The functions for the year will be determined at the Board of Directors meeting on January 31th . Here are few of the highlights:

- ◆ January Tour –Jan 20th Garage tour -High Expectations in Front Royal – lunch - than Karl Anderson’s
- ◆ January Meeting: Jan 10th – Media Blasting with Ken Burns
- ◆ February Tour – Feb 19th - Open house, Cars & Trains at Clem Clement’s, Fairfax
- ◆ March Tour – March 25th - Frederick Flea Market- Sugar Loaf Mt. AACA Parts Meet
- ◆ April Tour – Annual Poker Run - Date TBA
- ◆ May 20th – Annual Car Show at Fairfax City Hall

JANUARY 10TH MEETING PROGRAM



Ken Burns tells us all we want to know about media blasting and his experiences building his own cabinet. What to use and what not to do. Chemical strip or blast?

COME TO THE MEETING 7:30



ATTENTION - IF YOU HAVE NOT PAID YOUR DUES, **THIS WILL BE YOUR LAST ISSUE OF THE VALVE CLATTER.** Send your \$15 plus an additional \$1 for the fantastic Membership directory to Jim McDaniel, 7112 Ayers Meadow Lane, Springfield, VA 22150. Do not miss a single issue





BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP

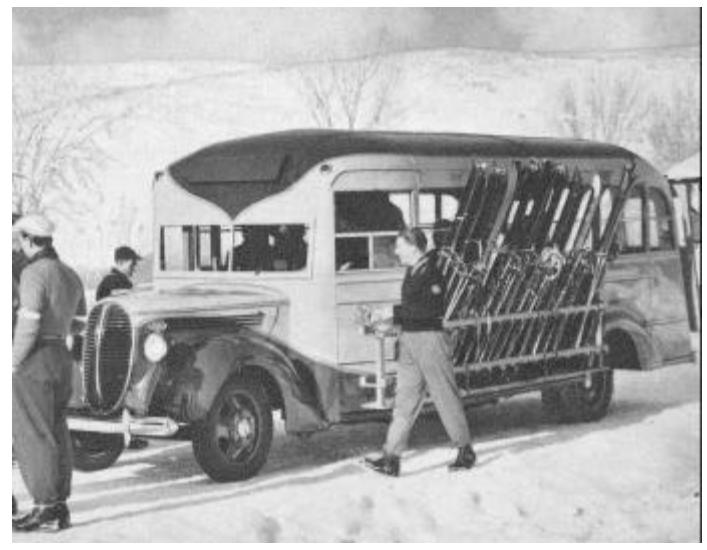


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Historian : **Don Lombard** 703-690-7971
Newsletter: **Cliff Green** 703-426-2662
Web master: **helenandken@earthlink.net**

Monthly general membership meetings are usually held at 7:30, 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.



FIRST CLASS MAIL

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