Christian Classic Cruisers

CLUB NEWSLETTER

DECEMBER 2013 WWW.*CHRISTIANCLASSICCRUISERS*.COM VOLUME 24, NUMBER 24

2013 Cruise Season:

March 16th	***5-9 PM***
April 20th	***5-9 PM***
May 18th	***5-9 PM***
June 15th	***6-10 PM***
July 20st	***6-10 PM***
August 17th	***6-10PM***
September 21st	***5-9PM***
October 19th	***5-9PM***

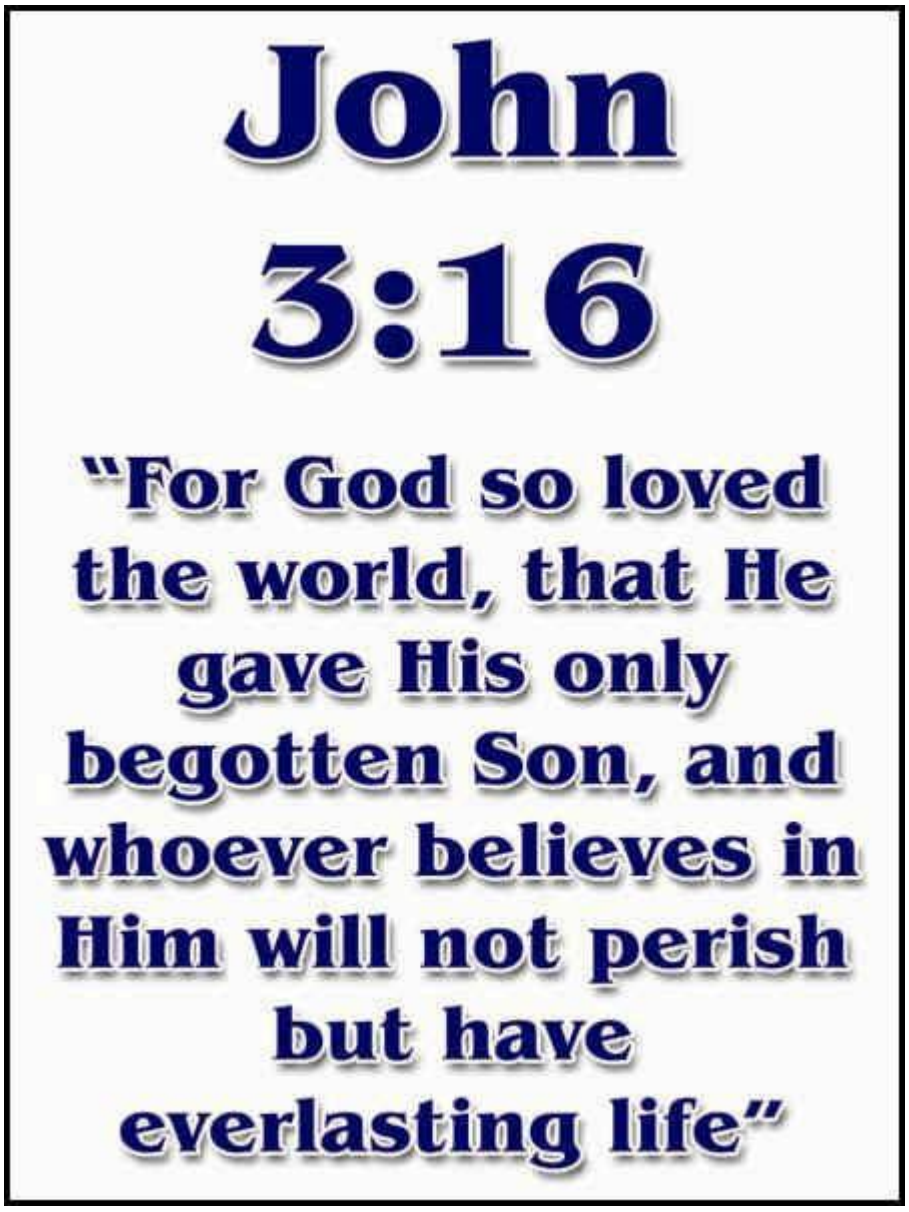
2013 Meeting Dates:

(Start time: 7:00 PM*)

January	***8th***
February	***12th***
(Valentine's Dinner)	
March	***12th***
April	***9th***
May	***14th***
June	***11th***
July	***9th***
August	***13th***
September	***10th***
October	***8th***
November	***12th***
(Election)	
December	***10th***
(Christmas Party)	

(Note: come at 6:00 for social time and dinner with friends!!)*

Chaplain's Message:



2013 CCC Officers

Gary Veach
President

Terry Muno
1st Vice President

Gary Bass
2nd Vice President

J.B.West
Director

J.W. Irving
Director

Pat Friesen
Secretary

Bobby Stout
Treasurer

President's Message:

Another year has passed. We have all worked hard this year and had a successful cruise season.

Our Christmas party is coming up. This is our opportunity to enjoy the fruits of our hard work. Thank you for everything you do for the club. Without each of you we could not do what we do. It takes every one of us to make our shows successful.

Pray the Lord blesses us for this coming year. I have already started to line up the monthly show sponsors. O'Reilly is on board for the back of the t-shirt and one show for 2014.

Have a very Merry Christmas and the Lord bless and keep you safe during the holidays.

Gary
Prez

Club Meeting Monthly:

December 10th @ 7:00 PM ** Christmas Party **
Trophy Club Country Club
500 Trophy Club Drive
Trophy Club, TX 76262

Club Officers 2014:

President:	Gary Veach
First Vice President:	Mike McCully
Second Vice President:	J B West
Treasurer:	Bobby Stout
Secretary:	Pat Friesen
Member at Large:	Bob Bianco
Member at Large:	J W Irving

Club News:

For Club Calendar please see:
www.christianclassiccruisers.net/calendar.html

Joy of Giving

Burl and Darla delivered twenty Toys R Us gift certificates from CCC to Lena Pope Home. The first picture is Marilyn Sammons and Sonya Curry (Development Department) of Lena Pope Home. The second picture is Burl, Sonya and Darla with their car handing her the certificates. They were very appreciative of the certificates and would like to send along their sincere thanks.

Burl and Darla Hurley

CONGRATULATIONS

Bob Bianco, Bill Crow, Harold Lewis, Burl Hurley, Dwight Leatherwood, and JB West attended the Cabala's car show a few weeks ago. All won their class and JB won Best of Show with his Pontiac.

For your club apparel the store is open.

We have a price catalogue for the different shirt styles. If you want a shirt let me know and I will get it ordered.

The hats and visors are in stock and available at club meetings and club shows. The hats are $10.00 with the exception of the camo hat, it is $15.00.

Also have club plaques available for $25.00.

If you want to call me for an order, feel free to do so.

JB
817-205-7981

Cruise Masters Update:

Cruise Master (AM – Breakfast) – Cort

December 28th Breakfast 8:30 AM – to be determined. Cort will send out email notification.

Cruise Master (PM – Local Events) – Dwain

Historians Views:

History of the Ford Flathead Engine from 1932 to 1953 (Some credit to Wikipedia)

The Ford flathead V8 (often called simply the Ford flathead, flathead Ford, or simply flatty, when the context is implicit, such as in hot-rodding) was a flathead V8 engine designed by the Ford Motor Company and built by Ford and various licensees.

During the engine's first decade of production, when overhead-valve engines were rare, it was usually known simply as the Ford V-8, and the first car model in which it was installed, the Model 18, was (and still is) often called simply the "Ford V-8", after its new engine.

When the engine was introduced in 1932, it was a market first in several respects: in cars that were affordable to the emerging mass-market consumer, it was the first 8-cylinder, the first V8, and the first V designed engine to become widely available in automobiles. It was the first independently designed and built V8 engine produced by Ford for mass production, and it ranks as one of the company's most important developments.

A fascination with ever-more-powerful engines was perhaps the most salient aspect of the American car and truck market for a half century, from 1923 until 1973. The Ford flathead V8 was perfectly in tune with the cultural moment of its introduction, leading the way into a future of which the Ford company was a principal architect. Thus it became a phenomenal success. The engine design, with various changes but no major ones, was installed in Ford passenger cars and trucks until 1953, making the engine's 21-year production run for the U.S. consumer market longer than the 19-year run of the Ford Model T engine for that market. The engine was on Ward's list of the 10 best engines of the 20th century. It was a staple of hot rodders in the 1950s, and it remains famous in the classic car hobbies even today, despite the huge variety of other popular V8s that followed.

Before this engine's introduction, almost all mass-produced cars affordable to the "average mass-market consumer" (which was a concept that Ford helped invent) used straight-4 and straight-6 engines. Multi-cylinder V-engines (V8s, V12s and even V16s) were produced, but they were not intended for mass production and were generally used in luxury models.

Even though Ford had an engineering team assigned to develop the engine, many of the ideas and innovations were Henry Ford's. The Model A, its variants (B and 18), and this V8 engine were developed between 1926 and 1932, and this period was the elder Ford's last central contribution to the company's engineering. He remained an innovator until his death, but his later ideas were not immediately central to the company's business.

This design had the camshaft above the crankshaft, as in the later pushrod operated overhead-valve engine. Valves for each bank were mounted inside the triangular area formed by the V bank of cylinders. The intake manifold fed both banks from inside the V, but the exhaust had to pass between the cylinders to reach the outboard exhaust manifolds. Such an arrangement transferred exhaust heat to the block, imposing a large cooling load; it required far more coolant and radiator capacity than equivalent overhead-valve V8 engines.

Ford flathead V8s were notorious for cracking blocks if their barely adequate cooling systems were overtaxed (such as in trucking or racing). The simple design left much room for improvement, and the power available after even low cost modifications was usually substantially more than could be obtained from an overhead-valve inline six-cylinder engine of similar displacement.

The Ford flathead V8 was licensed to other producers, including car and truck plants in the Soviet Union. It was used by Simca in France until 1961 and in Brazil until 1964 for cars and until 1990 in the Simca Unic Marmon Bocquet military truck. In the United States, the flathead V8 was replaced by the more modern overhead-valve Ford Y-block engine in 1954.

Crankshaft

The crankshaft development for the Ford flathead V8 was pioneering. The engine's production development program began with a forged steel crank, per conventional practice, but Ford then developed the improved foundry practice, heat-treating, and materials handling logistics to make the cranks from cast steel instead, yielding in the end a crank just as strong, but less expensive to produce. These new methods were patented.

A simple three-main-bearing crankshaft used the common V8 practice of using each throw for two connecting rod big ends, one for each bank.

The short crankshaft proved quite durable in comparison to six-cylinder engines when roughly handled. For these reasons, the flathead Ford became a favorite among hot-rodders, and this in turn led to a rich supply of aftermarket performance parts.

With the use of specialized pistons or connecting rods, the stroke of the crankshaft could be increased by welding and re-grinding as a method of increasing engine displacement, usually in combination with over-boring as described below.

The sought-after crankshaft by hot rodders is the four-inch (101.6 mm) stroke Mercury version. It can be identified by the cleanout plug in the front of the crankshaft. It measures 5/8" on the Mercury crankshaft and 3/8" on the 3¾" Ford crankshaft. These 4" crankshafts came in the 1949 to 1953 engines.

Block

One of the most important innovations in the Ford flathead V8 was the casting of the crankcase and all 8 cylinders in one engine block. This level of monobloc design for V-8 blocks had been accomplished before, but it had never seen mass production. Making it practical for the latter was an example of the production development needed to bring a V8 engine to the widely affordable segment of the market. Most V engines of the time had multiple cylinder blocks bolted to a common crankcase (itself a separate casting).

At most, each bank of the V was an integral block, but many V designed engines had 4- or even 6-cylinder blocks, with cylinders cast in pairs or triples. Like most other engine blocks then and now, it was cast iron; but the foundry practice (e.g., workflows, materials handling) was a revolutionary advancement in the mass production of castings. Charles E. Sorensen lived up to his longtime nickname at Ford, "Cast-Iron Charlie", by leading this revolution to bring Ford's first V8 to market.

As with any V8, the block was relatively light for the displacement supported. The bottom of the block formed the parting line for the main bearing caps. The most complex part of the block was the exhaust passage routing. The exhaust valves were on the inside of the V and exhaust flow was initially downward and passed around the cylinders through the water jacket to exit on the outside of the cylinder block.

The routing of the exhaust through the water jacket put an extremely heavy load on the cooling system and led to frequent overheating, especially on early models, if the cooling system were not maintained. Somewhat primitive water pumps used until the advent of the 1948 8RT and 1949 8BA models also contributed to the overheating problem. The space for the exhaust flow was also somewhat restricted, so the exhaust passages were tall and narrow in some locations.

The gas flow past the rough sand castings could be greatly improved by polishing the passages. The capacity of the block for over-boring (beyond normal boring for wear compensation) was limited by the configuration and the metal available. In early blocks, some cylinder walls were extremely thin due to cores shifting during casting.

It was prudent to over-bore before relieving and polishing the ports, as a casting flaw such as a sand pit might be revealed, usually fatal to further use of the block. The blocks with the factory 33/16 (3.1875) inch bore can usually be safely bored 1/8 inch over standard to 3.3125 inches (84.14 mm) and sometimes can be bored 3/16 inch over standard to 3.375 inches, increasing displacement a little over 12%.

Bearings

The engine built from 1932 to 1935 had poured main bearings, which required skill and machine shop equipment to overhaul. Part of the 1936

production and all production from 1937 to the end of flathead V8 production had both replaceable shell main bearings and connecting rod inserts (unlike the contemporary GM products), enabling straightforward and low cost rebuilding, another reason why the Ford was a favorite of amateur mechanics.

Lubrication

Also unlike the Chevrolet inline 6, Ford products used high oil pressure for lubrication for the main and rod bearings, as do all modern vehicle combustion engines. While this offered no special performance advantage it did eliminate a complex oil jet system in the oil pan.

As a side benefit to a prospective purchaser of a used vehicle, this also enabled the condition of the connecting rod and main bearings to be determined indirectly by observation of the analog oil pressure gauge after the vehicle was warmed up, provided that oil of normal viscosity was in use.

Exhaust

The left side exhaust manifold exhausted to the front, where a crossover pipe took the exhaust to the forward end of the right side manifold on the car engines and between the 1st and second cylinder on some trucks, in turn exhausting to a single pipe at the rear.

A common conversion was to block off the right forward manifold entrance and route the left side exhaust to a new pipe to form a dual exhaust system with better flow characteristics. These typically involved installation of free-flowing mufflers, which if at a legal noise level still allowed low frequency sounds to pass, giving a characteristic rumbling dual exhaust sound to these systems.

In the 1950s shortcut exhaust outlets with manually removed covers were added to street machines in emulation of vehicles intended for high speed straight line racing on dry lake beds, typically located just behind the front wheel, although chromed external runners sometimes extended to just forward of the rear wheel.

These covers were referred to as lake plugs, the pipes as lake pipes. This style exhaust was also used legally in sanctioned drag racing and illegally in unsanctioned performance demonstrations.

Internal fuel flow

More extreme modifications were to improve the airflow by removing material from the top of the block between the valves and the cylinders (called relieving), increasing the size of the inlet and exhaust passages (called porting), and by polishing the sand-cast surfaces to improve fuel flow.

Increased compression ratios could be cheaply obtained by milling

material from the head or by obtaining aluminum heads as aftermarket parts. Higher capacity intake manifolds were similarly available.

Changing the camshaft to a higher performance version required head removal so that the valves could be held up out of the way, so this was usually done only as part of a substantial rework of the basic engine.

Overhead-valve kits

A popular modification for the flathead was conversion to an overhead-valve configuration, and many such modification kits were available, including the Ardun heads from Zora Arkus-Duntov who was to go on to fame as the "father of the Corvette".

These conversions were not initially demanded by hot rodders looking for extra power, as they had not yet exhausted the capabilities of the flathead configuration, but were demanded by users of the engine in trucks and other such high load applications, where the constant flow of hot exhaust through the block to the exhaust manifolds caused the entire engine to overheat; the overhead-valve heads routed the exhaust out more directly, and away from the block.

Modern performance flatheads

Ford flatheads are still hot rodded today, with a special land speed record class for flathead engines. The current record holder achieves 700 hp and 300 mph. Note that on one pass the car broke 300 mph (480 km/h) but did not set a record. The pass and speed record was made in a Flathead V8 in a 1937 Ford coupe.

221Cubic Inch

The original flathead engine displaced 221 cu in (3.6 L), with 3.0625 by 3.75 in bore and stroke. The block was cast as a single piece (monobloc) for durability, and a single-barrel carburetor fed the engine. The 1932 V8-18 with 5.5:1 compression produced 65 hp.

The 1933-34 V8-40 raised compression to 6.33:1and power to 75 hp. In 1934 a two-barrel down draft carburetor was introduced. 1935's V8-48 saw compression drop to 6.3:1, but power climb to 85 hp and torque was rated at 144 lb·ft. It became the V8-68 in 1936, with compression, horsepower, and torque unchanged.

Production of the original 221 lasted from 1932 through to 1936. These engines can be identified by having the water pumps located at the front of the heads. A similar 221 flathead was used in Fords for 1937 and 1938 but the block was revised to have the water pumps mount to the block.

The new design also relocated the water outlet from the front of the heads to the top center of the heads. These, designated V8-78, were offered with standard 6.2:1 compression aluminum or 7.5:1 compression iron cylinder heads rated at 85 hp and 144 lb·ft with aluminum heads, or

94 hp with iron heads.

The 1932 through 1938 motors used twenty-one studs to hold down each head and are known as "21 stud" motors. This motor continued to be made into the 1950s in Europe.

In late 1938 Ford introduced V8-81A, commonly called the "24 stud" engine because it uses twenty-four studs to hold down each head. This engine debuted at the same time as the 239 motor. With 6.12:1 compression, horsepower remained the same, but torque increased by 2 lb·ft.

In 1939, as the V8-91A, compression increased to 6.15:1, power rose to 90 hp, and torque reached 155 lb·ft. The ratings remained the same for the 1940 V8-01A, 1941 V8-11A, and the last civilian model, the V8-21A, which saw compression rise, to 6.2:1. This engine was used through 1942 for civilian use and saw some use in military vehicles during World War Two. Collectively all 221 motors are commonly referred to as "85 horse" motors.

239 Cubic Inch

Ford introduced the 239 cu in (3.9 L) V8-99A engine, with 3.1875 by 3.75 in bore and stroke and 6.15:1 compression, in 1939. It produced 95 hp and 170 lb·ft.
This was done to provide a more powerful engine for the Mercury cars, which Ford Motor Company started making in 1939. It was used in Mercury's in 1939 and in Fords in 1946.

This engine is very similar to the late 221 engine. As the V8-09A in 1940, compression, power, and torque were unchanged; in 1941, the V8-19A compression and power were static, but torque rose by 6 lb·ft, while the 1942 V8-29A increased compression to 6.4:1 and power to 100 hp, while torque stayed the same.

Postwar, it became the V8-69 (suffixed "A" in Fords, "M" in Mercury's), with compression 6.75:1, 100 hp (75 kW), and 180 lb·ft. For 1947 and 1948, only the designation changed, to V8-79 and -89. The 239 was redesigned in 1948 as the 8RT for Ford trucks and in 1949 as the 8BA for the cars. It had higher 6.8:1 compression, but performance was unchanged. The 1950 V8-0BA boosted torque by 1 lb·ft, the 1951 -1BA by 6 lb·ft more.

In 1952, as the V8-B2, compression climbed to 7.2:1, power to 110 hp, and torque to 194 lb·ft, then to 196 lb·ft in the -B3 of 1953, its final year. The 1948 to 1953 engines have a revised cooling and ignition system.

Collectively all 239 engines are referred to as "100 horse" engines, although the horsepower was increased in 1952 to 110 horsepower in cars and 106 horsepower in trucks. This engine was used in Ford's transit buses during their short stint in the transit bus business from the late

1930s to the early 1950s.

The latest iteration of this engine, used from 1948 to 1953, was initially designated the 8BA (see above) in automobiles and the 8RT in trucks. 8RT remained the truck engine designation throughout the entire run from 1948 through 1953. They were essentially identical.

Earlier Ford V8s had the unique Ford designed distributor driven directly from the forward end of the camshaft, which was an inconvenient location for maintenance. This final flathead used a more conventional distributor driven at a right angle to the crankshaft and located at the right front of the engine where it was readily accessible. The water inlets and thermostat housings were moved to the front end of the heads, and the 24 studs and nuts in the block that attached the heads on the old engine were replaced by 24 bolts.

136 Cubic Inch

A 136 cu in (2.2 L) V8-74 version was introduced in the United States in 1937. With 2.6 by 3.2 in bore and stroke and 6.6:1 compression, the engine was rated 60 hp (45 kW) and 94 lb·ft.

The designation changed again in 1939, to V8-922A, but the specifications remained the same. It was produced in Europe in 1935 and 1936, and was used in the many standard Ford vehicles of the era. It was not very popular with U.S. buyers who were used to the 85 horsepower cars.

It was re-designated V8-82A in 1938, V8-922A in 1939, and V8-022A in 1940. The compression, power, and torque remained unchanged. The engine was very popular as a power plant for midget racecars after World War II.

This engine is most commonly referred to as the "60 horse" flathead, or the V8-60. It was replaced by the 226 straight-6 engine in the 1941 Fords, though it would continue to be used after the war in the French Ford Vedette.
The engine was also installed in the SIMCA Vedette beginning in 1955.

255 Cubic Inch

The 1948–1953 255 cu in (4.2 L), referred to as the model BG, was achieved by use of a 4-inch (100 mm) stroke crankshaft in the 239 cu in 8BA/8RT engine. It was only used in Mercury cars, and heavy service trucks.

Known as the V8-9CM in 1949, it featured 6.8:1 compression, 110 hp, and 200 lb·ft torque, which stayed the same for the 1950 V8-0CM. The 1951 V8-1CM raised this by 2 hp, and 6 lb·ft torque.

The 1952 V8-MA boosted compression to 7.2:1, power to 125 hp, and torque to 218 lb·ft. Later in 1952, while only the name changed,

dropping the -MA, for the last year of production, 1953.

Because of interchangeability, the Mercury crank made a popular upgrade in the 239 among hot rodders, much as the 400 cu in crank was in Chevrolet small-blocks. In fact, in the 1950s, the flathead block was often fitted with crankshafts of up to 4.125 in stroke. In addition, rodders in the 1950s routinely bored them out by 0.1875 inch to 3.375 inches.

337 Cubic Inch

The largest displacement version (337 cubic inches) of the production Ford flathead V8 engine was designed for large truck service. When Lincoln could not produce the V12 engine it wanted for the 1949 model year, the 337 motor was adapted for passenger car use. The 337 featured a 3.5 inch bore and a 4.375 inch stroke.

It was introduced in the 1948 two and a half ton and three ton Ford trucks and the 1949 Lincoln passenger and was produced through the 1951 model year. In 1952 it was replaced in the Lincoln passenger cars and Ford three-ton trucks with the Lincoln Y-block 317 cu in overhead-valve V8. The two and a half ton Ford trucks got a 279 cu in version of the 317engine.

The Ford Flathead engine was a major engineering improvement for the automobile industry setting a standard that was only shadowed by the Chevrolet overhead valve V8 engines that became the most produced engine ever.

Best Regards
From the Historian

Bill

Please send Club History information to:

- Bill Crow, CCC Historian AQSI6@msn.com
- Reyna Kinnan, CCC News Letter Editor TKRK1@att.net

Judging:

Judging - Joe Bob

Membership:

Membership Chairman – Gary Bass

Member Profile:

Dwight and Linda Leatherwood – They have a 1939 Red Ford Coupe.

Email is: dleather@airmail.net

We are glad that you are part of the CCC Family.

Welcome to CCC.

Social Update – SPECIAL INTEREST to the Ladies:

We are all busy this time of year. Take time to enjoy your family and friends this season and we will resume our activities in February 2014.

See you at the Christmas party.

Social Chairperson - Phyllis Veach

Favorite Bible Verse:

Ephesians 4:32

And be ye kind one to another, tenderhearted, forgiving one another, even as God for Christ's sake hath forgiven you.

Phyllis Veach

To Be Remembered In Our Prayers:

- Ken and Anita Hale
- Jim Oldenkamp & Family
- Dave Moody's Father

As we are all busy with our own lives always take a few minutes to remember your CCC Family in your prayers.

Bits and Pieces:

Word to the Wise

When you have car trouble and you need to be rescued, you need to make sure you have at least two friends to help, because one may not be enough.

I was going to Weatherford to get a new speedometer gear put in my 55 Pontiac as it was off by 10 MPH. I got up early for me 0700. I decided to get some gas and upon restarting the car, all the starter would do was grind. I called friend one around 0730 and he says no problem I'll leave within five minutes. Seeing how we both live only minutes from the station, after 30 minutes I call his phone and get no answer. Then after an hour I call his home and his wife says he left just after my call. I call his phone some more and call another friend to see if friend one had gone by to get friend two. Nope. I wait some more and then the phone rings. Friend one says where you at I had my phone off and see you have been calling? I'm on the way to Weatherford and don't know which exit to take. Oh, you are at that station? OK I'll be there shortly. So when he arrives we head off to my house to get my trailer and truck. We had to push the car away from the pumps out of the way before we got the trailer. We arrive at the station with the trailer only to find out my jumper battery was weak and would not winch the car into the trailer.

OK… here is where you need friend two. He comes to get friend one they go get his jumper battery and we finally get the car in the trailer with friend one setting in the car. Problem friend one can't get out of the car so we lock him in the trailer for the short ride home. Now there were some M&M's in the car and after downing a few, the moving around of the car and the darkness made for a nervous stomach by the time we get home. We get the car ready to unload and friend two and myself are trying to push the car and friend one out of the trailer. We finally got it moving only to determine that we had pushed the car over the wheel chock. When we get it out friend two obviously felt sorry for me as my legs were like rubber from all that pushing. So he got down and removed the starter.

The casing that surrounds the Bendix had cracked in half and the Bendix had no bushing to align it with the fly wheel. Fortunately the starter was in warranty and friend two hurriedly put it back on for me.

I came in the house and tried to rest to get my legs up and going again, but could not sleep so I decided to polk fun at myself and put these words of wisdom out. Remember if you have car trouble, One friend may not be enough. Make sure you got Two lined up.

If you can’t laugh at yourself, you are too serious.

JB West

Thank You Note

Thank you for all of your prayers, love, and support.
OldenKamp Family
Sarah (OldenKamp) Wright
Daniel OldenKamp
David OldenKamp
Jim (Dad) OldenKamp

Club Trivia:

Classifieds:

Sponsors:

Sponsors for the 2013 Cruise Season are:

Mike's Off Road	Keller Trophy	Tom's Brake & Alignment
James Wood	North Hills Plumbing	Longhorn Powder Coating
Discount Tire	O'Reilly Auto Parts	Streetside Classics
Bobs Automotive	Mid-Cites Classics	Advantage Autoworks
	Phil Haynes State Farm	

Please support our sponsors and let them know that you appreciate them.

Auto Related Events:

Mark your calendar for December 14th

CCC has committed to assist Streetside Classics with their Holiday Open House and Cruise. Located at 5400 Sandshell Drive, Ft Worth, TX 76137. Show is from 11:00 AM – 3:00 PM. Streetside is one of our sponsors. They are paying the club $500.00 for helping and supporting them. CCC Members need to be there at 9:30 AM to help set up. Contact Bobby Stout if you need more information.

Memories…Things From The Past


Panasonic

Wow….Look at that hair!!!