

Northern
Virginia
Regional
Group



Value Clatter



Northern Virginia Regional Group - Early Ford V-8 Club of America

www.nvrg.org

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January 2014

Ken Burns - Editor

2013 HOLIDAY GALA

By Hank Amster – photos by Editor – montage by Cliff Green



It was a festive Christmas Gala at the Country Club of Fairfax on Saturday evening, December 7th. Our hosts, as usual were Sandra and Cliff Green. The joyous evening, attended by 45 of our members, will be remembered as one of the best of the Club's Christmas celebrations.

The evening started out with a cocktail hour, which provided an opportunity for the attendees to mingle and chat with each other, especially the wives of the attendees who had a lot of catching up to do. Many of

Gala continued on page 3

Up Front with the President



January 2014

Happy New Year to All! As I step up as President, I'm excited about continuing our Club's tradition of excellence, and in continuing to get Henry's V-8s on the road for all of us to enjoy.

For me, this coming year offers an opportunity to contribute to the friendliest, the most helpful, and the hands-down best hobbyist's club I've ever been associated with. I joined the NVRG over 20 years ago and am continually amazed at the energy this club generates each year.

That is of course a testimonial to the general membership as well as those who volunteer in leadership positions. I have served on the Board of Directors in various positions in years past, as secretary, as Valve Clatter editor, as membership chairman, and most recently as Vice President, and the Board members I have served with have been nothing short of exceptional. The technical excellence of our programs and the variety and interest of our tours just don't get stale, and most of the talent to make that happen comes from within. I look for that excellence to continue in 2014.

Speaking of the Board, I'm absolutely delighted that all 2013 Board members have agreed to continue to serve, and one additional member has joined the Board. He needs no introduction to us, as he's served in years past and is a former President himself. **Bill Simons** has joined us on the Board again and will serve as my Vice President.

Several of the other Board members have changed positions – this helps to keep things fresh and bring new ideas to the various positions – and rather than take space here to announce them all, they are all listed on the last page. Please review their new positions there.

We have created one new position that I would like to draw special attention to, and that is the chair of our new **Sunshine Committee**. This committee keeps its pulse on the health and welfare of our members, and will be charged with letting us all know when one of us is ill or injured, and could perhaps use some "lifting up." I'm delighted that **Keith Randall** has volunteered to chair the Sunshine Committee. We created this position because occasionally, in the past, some members have been under the weather and we didn't know about it. Often it would be known by perhaps a few club members, but the word didn't get out to all. So please, if you know of one of our members, or their family members, who are ill or injured, let Keith know. His phone number is on the last page also.

Before I close, I must acknowledge two things. First, our sincere thanks to **Cliff and Sandra Green** for again sponsoring our Christmas Gala at the Country Club of Fairfax, and to **Dave and Sarah Gunnarson** for creating the table centerpieces. They were innovative and beautiful, and the food at the club was excellent. It was a wonderful, fun evening.

And lastly, my sincere thanks to **John Sweet** for his service as our President these past three years. John has kept us all organized and focused, and the Board functioned superbly in peace and harmony under his leadership. I have a lot to live up to.

Jim

Jim "High Sheriff" McDaniel

Gala continued from front page

the folks had tales to tell about their comings and goings during the past year, especially those who made that wonderful cross-country tour to the Diamond Jubilee National Meet in Lake Tahoe.

Next was dinner, and what a feast that was! Filet Mignon, Crab Stuffed Chicken, and a Vegetable platter for the vegetarians, topped off by a Crème Brulee or Fruit Compote for dessert. As usual, the food was delicious. Prior to dining, our most able three year president, John Sweet, handed over the gavel to our long time member and incoming president Jim McDaniel. Jim had some special words to say regarding John's outstanding tenure as our leader.



Shelley Sweet and Char McDaniel smile in the background as John Sweet prepares to hand over the ceremonial NVRG president's gavel to Jim McDaniel.

Then we came to the highlight of the evening, the gift exchange---and I do mean exchange. Each attendee had the opportunity to select a gift from the "contribution pool" if they in turn had brought one.

Of course, they also had the opportunity of exchanging their selection for one which had been previously selected by a prior person. The order of selection was determined by a random number each guest received upon their gift deposit. The gift exchange was most ably emceed by Bill Simons, who as usual regaled the group with his offhanded comments.



Bill Simons adjusts the tassel on Helen Burns' animated Christmas hat.

Among the most popular items which saw many swaps during the exchange were an auto safety kit, a wall mounted shop extension cord retractor, a bottle of wine with Ford mugs filled with chocolate drops, a bottle of Johnny Walker Scotch, a woodie model station wagon, etc. There were lots of laughs during the gift exchange, and it certainly was a most enjoyable event.



David Blum unwraps his bottle of Johnny Walker Red.

The evening was terrific. It was evidence of the camaraderie which envelops our club, and the longstanding regard our members have for each other. May we enjoy another 35 years of the same!



The Woody wine decanter changed hands numerous times.

A LIFELONG LOVE AFFAIR WITH V-8s

An Oral History – The Recollections of Buzzy Potter
Recorded and edited by Dave Gunnarson. This is the eighth and final installment in this continuing series. (Ed.)

Motorcycles Ner-A-Car

When I was 16 I had a little English Ner-A-Car friction drive, two cycle, oil and gas mix motor cycle. This was my first motorized vehicle. It would go fine on the level but not so good up a hill because friction drive would just slip. But I was really happy at that age. We were underage, but the local cop knew us and wasn't going to worry about it. It was much better than a bicycle. My brother and I used to ride

Love Affair continued on next page

Love Affair continued from previous page

a bicycle every day from Cabin John, Maryland to Bethesda Chevy-Chase High School in Bethesda, Maryland. So we did that and during the winter it got pretty darn chilly.



About 16,000 Ner-A-Car motorcycles were built in the US and England between 1921 and 1928; about 100 examples remain in various condition. Ner-A-Car was one of the first motorcycles to experiment with "hub center steering" rather than the most commonly used fork system.

Indian

Then I got a powerful old Indian Chief motorcycle. It was a long way from the little two cycle Ner-A-Car. I was telling my buddy about it a few years ago and my wife said "I rode that motorcycle before you did." I said, "You what?!" She had been listening in on our conversation. She said a guy was coming to their house when she was 10 years old and gave her a ride on the gas tank of that motorcycle along the driveway. So in a way, she rode it before I did.

Harley Davidson

I got pretty well known for taking old VL Harleys and making them look brand new again. When I was in college I was still in the motorcycle business and you could buy a beat up old Harley for \$10. I'd get brand new fenders, pin stripe paint, two-tone from the factory for \$14 a pair, paint the gas tank to match and suddenly it looks like a new Harley again - they would sell like hotcakes. I was taking 1930 to '33 VL's and making them all look like 1936's. I did quite a bit of that.



A 1932 Harley Davidson VL "Big Twin." The 74 CI twin was built in the US between 1930 and 1936 and later in Japan under the name Rikuo. The last one I made it was a side car and it's still in the basement ready to go. An old Harley dealer said

"You should see this guy, he has a 1931 VL in his shop with a \$27 repair bill on it." So, I went to see him and offered \$10 for the title. He said sure, he was never going to pay the repair bill to get his bike back. I also had to pay the repair bill, so it cost me \$37. That was a lot of money back then. So I got it and gave it the new fender treatment and made it beautiful. It's still lovely and is down in the basement. It's my favorite Harley, and I took a belated honeymoon in it. Ginny and I took it out a couple of years ago, but I don't drive it very much anymore.



The Potter's honeymoon 1931 Harley VL.

It's What You Know That Helps

When I was a kid a motorcycle policeman on a Harley pulled me over for going 35 in a 25. So when I went to Court, I said "When he wrote the ticket your honor, I looked at his motorcycle and saw it reading 10 miles per hour sitting still when he was writing the ticket." The judge said "Is that true officer?" "Yes ma'am, but ..." The judge slammed the gavel and said, "Case dismissed." I knew that all Harleys had built-in slack in the speedometer cable, so the bike had to get up to 10 miles per hour before the speedometer started to move. Harley set all speedometers at 10 miles per hour when resting. Since I worked on Harleys, I knew that fact. Fortunately, the judge cut the officer off before he could mention the same thing. Got out of that one.

No Way Out of This One

I drove a motorcycle up and down the road standing up on the pegs singing like a canary - a good way to cool off in the evening. The cops see me and stop me and lock me up for reckless driving. I wasn't holding the handle bars and was standing up, flying like a bird, good old Harley. Didn't get away with that one!

Nor This One Either

I drove the motorcycle down to Glen Echo Park
Love Affair continued on next page

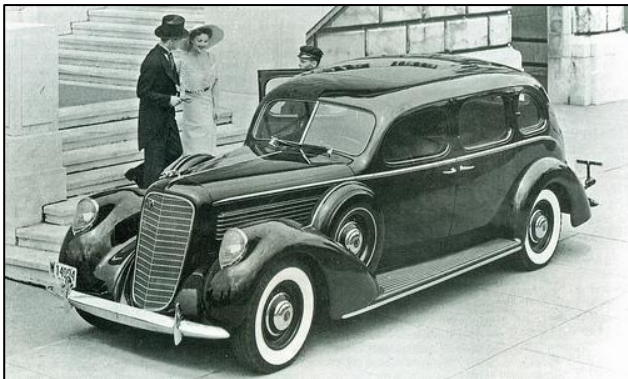
Love Affair continued from previous one night. The policeman on duty there said “Hey your tags are dead.” They got me driving on a dead tag.

CELEBRATING 75 YEARS OF THE 1939 FORDS



The Ford Motor Company line up for 1939 – (l to r) Lincoln K Sedan; Lincoln Zephyr Town Sedan; the all new, middle-priced Mercury Town Sedan; Ford Deluxe Fordor Sedan and Ford Standard Tudor Sedan.

Nineteen thirty nine was sort of an sort of an Omega and an Alpha year the for Ford Motor Company – the last year of the magnificent 1939 Lincoln K Sedan (far left) and the first year for the all new middle priced-Mercury Town Sedan (middle).



The Depression continued to take its toll on prestige automobiles – Marmon, Pierce-Arrow and Duesenberg were all gone by 1939 along with the Packard V-12. The “Omega” for the Lincoln K was in 1939 – sales were dismal. Sources don’t agree on actual production but here is the range of figures most commonly cited:

Year	High #	Low #
1937	986	977
1938	378	416
1939	221	133

Some sources report that there were 1940 Ks sold but these were basically leftover 1939s re-titled as 1940 model year vehicles. On a high note, however, two 1939 K convertible sedans hold a special place in history. One is the Brunn-bodied touring car built for President Roosevelt that’s commonly known as the “Sunshine Special.” The other is a LeBaron-bodied vehicle built for King George VI and Queen Elizabeth for their 1939 tour of the US and Canada.



The Sunshine Special was updated/hardened shortly after Pearl Harbor with numerous protective features. Its front end was also updated with 1942 sheet metal and trim. I’ve never found any images of the car with its original front end treatment.



This picture of King George VI’s 1939 Lincoln touring car shows what the original front end on the Sunshine Special looked like, although, the coachwork from the firewall back is different.

Ford’s beginning or “Alpha” for 1939 was the introduction of the mid-sized, middle-priced Mercury. It rode on a four inch longer wheel base than the lower priced Ford, had a 95 horsepower flathead V-8 instead of the 85 horsepower offered in the Ford and offered fresh new styling, particularly in its beautiful Sedan Coupe.



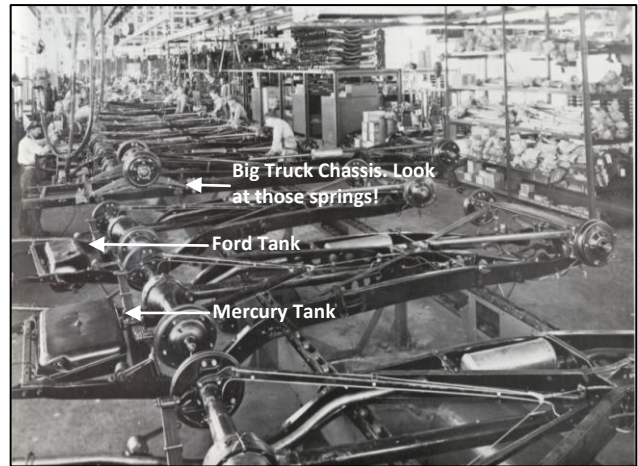
1939 Mercury Sedan Coupe, 99A-72, 7,970 produced.

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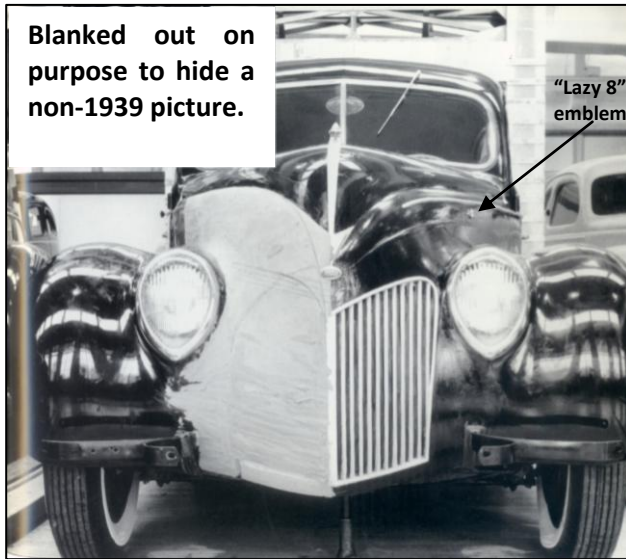
1939 continued from previous page

On the engineering or technical side, Ford finally gave up on mechanical brakes (no more “the safety of steel from pedal to wheel”) in favor of, the by-then industry standard, hydraulic brakes. The cable brake system, introduced in 1937 was an improvement over the old rod actuated system and reduced pedal pressure by about one third. Still, Ford’s “improved” mechanical brakes lagged far behind the hydraulic brakes offer by its competitors. Sealed beam headlights and a column mounted gear shift, however, were still a year away.

On the design front, the 1939 Fords were the penultimate year for the body/platform introduced in 1937.

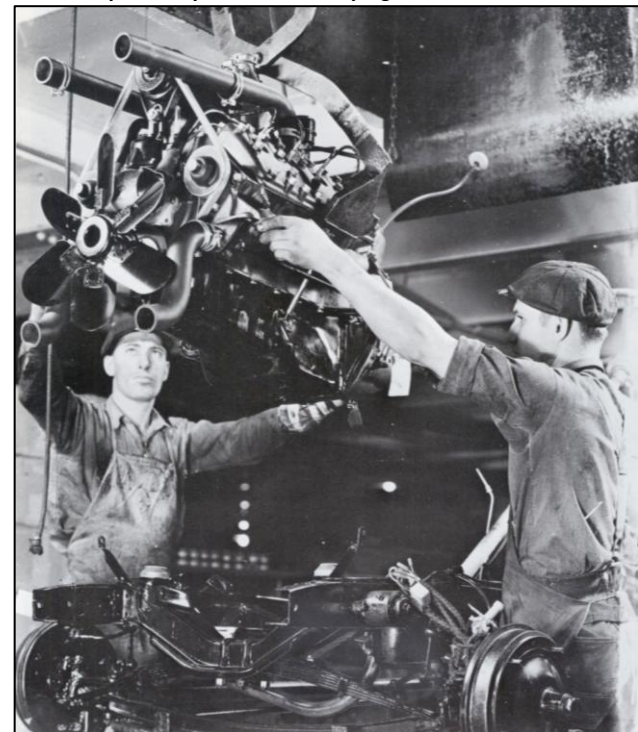


1939 frames moving down the assembly line upside down. Big Truck, Ford and Mercury frames are all on the same line. You can distinguish the Mercury frame by the Ford 1941 style gas tank.

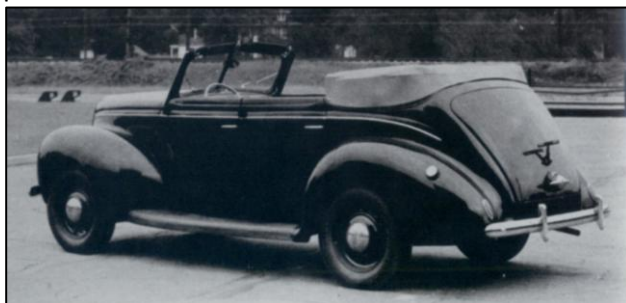


“An early clay model concept shows some of the evolution that led to the final design of the 1939 Deluxe Ford front end. Note the screw jack holding up the heavy form, (and) the small hood side V-8 emblem in the rough....” Famous Ford V-8s, Lorin Sorensen.

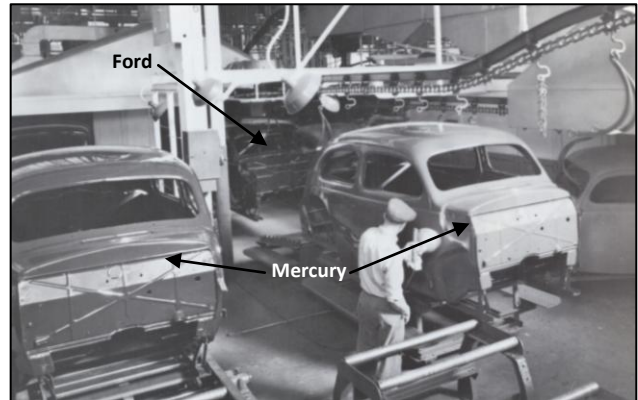
As can be seen in the image above many vestiges of 1938 styling still remained at this point: the front fender/headlight configuration and the shape and downward swoop of the hood. It’s hard to tell if this was going to be a one piece hood or would still have removable hood sides. In any event, many changes were to come before the 1939 models went into production.



Right side up now, a 1939 Mercury frame is about to receive its 95 horsepower V-8.



A prototype 1939 Convertible Sedan sports a 1938 style license plate light/deck handle, a single stainless spear on the hood and 1938 style hub caps.



Ford and Mercury bodies getting buffed out after coming out of the drying oven. Note the difference in the Mercury and Ford firewalls.

1939 continued on next page

1939 continued from previous page

Once out of the paint booth, the bodies were carefully inspected for flaws. Flaws were corrected as necessary, the bodies buffed out and then moved on to the trim line for the installation of windows and windshields; dashboards; interior wiring harnesses; wiper mechanisms, headliners and seats interior door panels and other trim and finish items. One of the artistic touches on the 1939 Fords, dropped for a more Art Deco approach in 1940, was the continued use of tasteful woodgraining on the dashboards. After skipping the 1940 model year, woodgraining was reinstated in 1941 and continued through until 1948.



Skilled craftsmen apply the woodgrain to a 1939 dashboard. The fedora and tie are a nice touch!

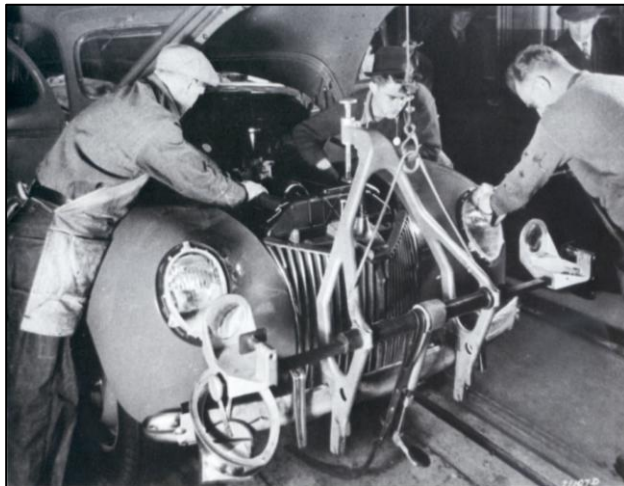
During the NVRG's annual Fall Memorial Tour back in 2008 we spent a morning at Woodgraining Specialists in Littleton, PA, where Ron and Dan Hedges showed us that the tools and technology they use today are exactly the same as those used by Ford back in the 1930s.



Just a few of the rollers and photographic plates used by Woodgraining Specialists. Several club members have used them for woodgraining and have been very pleased with their work.



A Deluxe 1939 Ford Tudor body is lowered onto its chassis. This car might have been a special order. The page affixed to the windshield was probably the "build sheet" and it looks like the car has a radio antenna installed on the roof between the windshield wipers.



Further down the assembly line technicians check and aim the headlights on this 1939 Ford Deluxe using an optical devices on a fixture clamped to the front bumper.



Nearing the end of the assembly line, these 1939 Deluxes have their new hydraulic brakes tested and adjusted as needed to provide smooth, quiet and safe stops.

From this point on, the new '39 models received a few more tweaks and tests and then were ready

1939 continued on next page

1939 continued from previous
for delivery to dealers across the country.



The caption reads: "1939 FORD ASSEMBLY PLANT LOBBY – Featured in the foreground is a 1939 Mercury Sedan. Beyond that is a Ford Standard 5 window coupe, a Ford Deluxe Tudor, and a Deluxe 5 window coupe. In the distant corner is a Mercury Town Sedan." *The Ford Factory* – Lorin Sorensen.

A HELPING HAND

Wagner Roofing 1936 Ford Pickup Truck

By Dave Henderson

It all started when a good friend in the George Washington Chapter of the Model A Ford Club passed away tragically from pancreatic cancer. He had been an active commercial and residential real estate investor and an entrepreneur with holdings in several salvage yards in addition to being a Model A Ford enthusiast. Sometime after the funeral service, and armed with a tribute to him handed out at the service that listed family members and persons close to him, I made several inquiries concerning the whereabouts of a title that I was to receive from him prior to his passing. A friend of his who was to be the executor offered to try and track down the title for me, and in fact did. Then, not being a "car guy", he asked me to help identify automotive and other items stored in a nearby garage. "Items" turned out to be somewhat of a misnomer, a better definition of the contents would have been "trash and junk!" Not that there weren't some hidden treasures scattered about and the biggie, partially obscured by "stuff," was the cab to a 1936 Ford pickup! More to come yet, upon climbing a ladder to view attic contents, additional parts appeared, fenders, radiator, bumper, windshield, and assorted small parts. Having an affection for early V8's (I had owned a '35 coupe, a '41 convertible and a '47 Mercury), and not wanting to see the cab go to the dumpster with the other contents, I expressed an interest in it. Then came the long silent period. The

first executor dropped out, and family members took over. More time passed, and then one day I received a phone call that led to my acquiring all the '36 parts. Everything had to go, and fast. I made an offer that was accepted, and the family hired someone to clear the contents out to the bare walls, excepting my cab items. Don't think I didn't sweat a bit, fearing some of the cab parts would mistakenly disappear, but fortunately that didn't happen.

Collecting up everything but the cab itself was easy. Then came dealing with that hulk, it was too wide to fit into available pickups, and heavy to the extent that probably four guys would be required to heft it. A solution to transporting it was a bit perplexing until a friend, Al Iagnemma, and I formulated the following plan; we jacked it up on long 4x4's suspended on blocks, took the sides and wheels off of an old trailer I had made years ago, and rolled the trailer under it on floor jacks. We then attached it to the hitch on my car, lifted it enough to put the wheels back on, and presto, we were there! The trip to Fairfax was uneventful. It is all now in my garage while I look for someone who will give it an even better home.



The cab, as found, laying on its back and buried in garage "stuff."

Al and Dave Gunnarson were of immense help. Dave advised me of precisely what I had (I didn't realize '36's were slightly different than '35's), pointed out details, estimated values, and even gave

Wagner continued on next page

Wagner continued from previous page
me a windshield crank that it lacked.

It's been a lot of fun for me, plus Al and Dave, both of whom I owe lots of thanks, and we are grateful that an Early V8 artifact has been saved from an unknown fate.

By Dave Gunnarson

One day a few weeks before Hershey, among emails in my in-box, was an intriguing note from Clem Clement about some 1936 Ford truck parts that a Model A acquaintance of his, Dave Henderson, had recently acquired. Was I interested? What do you think?

I got in contact with Dave and while he told me that he didn't yet have possession of parts to, he sent me a photo of a 1936 Ford truck cab laying on its back.



On both doors is the company logo. This was truck No. 11. (I wonder what numbers 1 through 10 looked like?)

Dave mentioned he had a vendor space in the Chocolate field at Hershey and I told him I'd meet him there. At Hershey we got to talking and it turned out that the truck parts were heading to his garage near George Mason University, not more than a few miles from my house! We made plans to rendezvous at his garage once all the parts arrived.

On the appointed day, we met at his garage and he showed me the parts which consisted of the cab, front fenders, radiator and an incorrect front bumper. It looked like all the parts came from one truck. On a subsequent visit we laid out these parts in an approximate mock-up for a photo shoot.

Dave has been in contact with Wagner Roofing Company and let them know of the existence of the parts. Wagner Roofing is still in business as one of the leading roof restoration companies in the Washington, DC area and will celebrate its 100th anniversary next year. It specializes in historic

restorations, churches, government buildings, and residential work. Founded by Otto Wagner in 1914, the company is currently run by his grandson, Chuck Wagner.



A remnant of the past. I wonder what happened to the rest of the truck?



RESTORATION ROUNDUP

The Woodie Gets a Windshield

By Ken Burns

Have I ever mentioned what a great club this is? I'd reached a place working on my black Woodie where I needed an extra pair of hands to install the windshield. From 1937 to 1940, Ford Station Wagons and Open cars shared an upper cowl that featured two separate and distinct openings for the windshields. In 1941 Ford standardized the windshield opening (and windshield glass and trim) across all passenger car body types. Whereas previously it was fairly easy to install a pane of windshield by oneself on the '37-'40 Woodies, installing the windshield into a '41 car was infinitely more difficult to do alone.

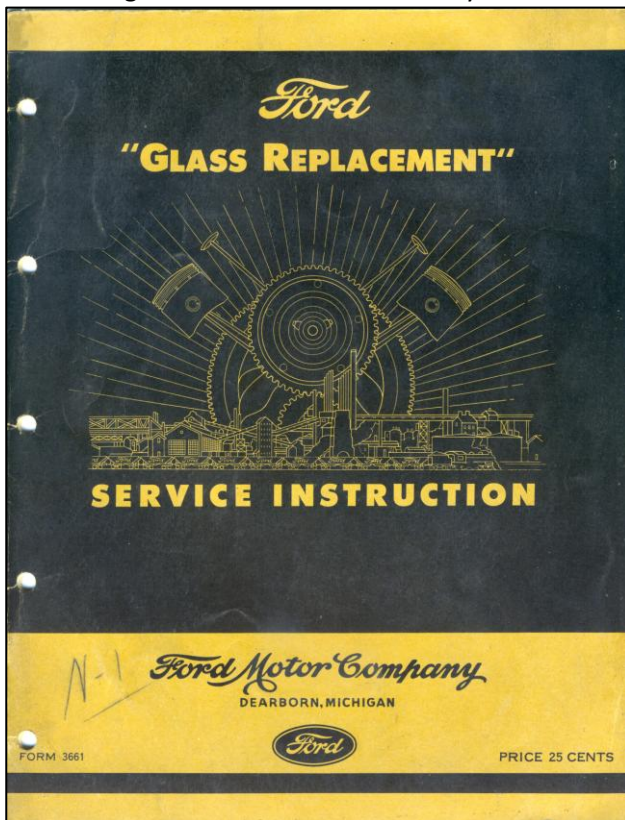
On December 12th I sent out a request via the NVRG Listserv for help installing the windshield.

Roundup continued on next page

Roundup continued from previous page

Even though we were in the midst of the “season” between Thanksgiving and Christmas I got plenty of volunteers. At the appointed date and time Joe Freund, Wayne Chadderton, Jim LaBaugh and John Sweet showed up to help me. Some of us had installed a windshield before, others wanted to learn how to do it and others came just to lend a helping hand.

Up until about a year ago I had been using a procedure found in the November 1980 issue of *Cars and Parts*. Then I purchased the 1941 “Ford Mechanical Training Course for Service Men” which has a film strip and 33 1/3 RPM record instructing Ford mechanics on glass replacement procedures for 1941 cars. I also acquired Form 3661 which presents all the images and narrative in an 8 1/2 by 11 manual.



We quickly ran over the parts/supplies/tools we were going to use: the two windshield panes, the rubber gasket, the windshield stainless trim; about 10' of sturdy cord and some liquid dish soap; and a cotter pin remover.



Next we ran over how we'd install the windshields: soap the inner windshield gasket slot where the glass fits, insert the glass panes into the slot

(some serious stretch may be required), insert the cord into the outer gasket slot, soap the outer gasket slot, carry the whole sloppy, goopy assembly over to the car and install it from the inside. SAY WHAT???

That's right the windshield is installed from the inside of the car.



Wayne Chadderton (outside) and Ken Burns and John Sweet (inside) almost have the right half installed.

We set the lower edge of the windshield gasket in the opening and began working the assembly into place. The person on the inside presses the windshield up and into place while the person on the outside carefully pulls the cord out of the slot starting at the center bottom and working around towards the center top. This draws the gasket up and over and to the outside of the lip. We had to use the cotter pin puller on several occasions to very carefully draw the gasket outside when it hung up. After the right side was in place we then tackled the left side using the same procedure.

Next came the stainless trim. More soap in the gasket slot for the trim. We began with the “U” shaped side trim, more pushing and pulling until everything settled into place. Finally the center bar was installed with machine screws from the inside to cover the center where the side pieces meet.



Joe Freund, John Sweet and Ken Burns finesse the side stainless into place.

Roundup continued on next page



Ken cleans the slimy, sloppy, goopy soap off the newly installed windshield while Joe Freund, Wayne Chadderton and Jim LaBaugh pose for John Sweet.

My very sincere thanks to everyone who came to help – I literally couldn't have done it without you! As I said at the top of this piece "Is this a great club or what?"

month and includes wives, husbands, friends and visitors.

The rules for a CDC gathering are simple:

- ✚ Meet for eggs about once a month on Tuesday, Wednesday or Thursday. Weekends are too busy and the restaurants are usually too full to accommodate a varying group who wants to relax and chat without a timer on us.
- ✚ Start at 9:30 am so as to let the work traffic subside.
- ✚ No speechifyin', particularly by Clem.
- ✚ No membership apps, no agenda, just fun.

Attendees include members of the GWC, NVRG, TCA, WB&A, NCT, NCTRR clubs, spouses and friends.

In the coming year, come on out to the CDC or start your own gathering.

OUT AND ABOUT

CDC: WTAA? EFHF

By Clem "Mr. Acronym" Clement

Caffeine Double Clutch: What's This All About? Simple answer: Eggs, Friends, Hobbies and Fun.

While visiting in Kansas City, I noted that the local Model A club met Monday morning's at a grocery store. The store had a small eating area and a hot griddle. There were Model A photos on the wall for all customers to enjoy. Golly I DROPPED IN AND FOUND A GOOD IDEA IN PROGRESS. Eggs, friendly talk and discussion about how one could help the other: as much about life as about fixin' old Fords.

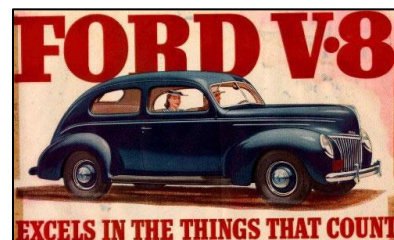
We were looking for an excuse to drive our old cars so having a breakfast gathering seemed like a good idea. I talked to some friends in several clubs and we decided to give it a try. We have done such for 10 straight months now and feel it is good fun. On good weather days we have gathered including between a couple to maybe 6 old cars: we don't count 'em. On rainy days our old chariots stay home.

By gathering together old and new friends who share some common interest we enjoy a relaxed social breakfast chatting about many things including upcoming events, where to buy stuff, clothing, finding a good plumber; medical information, etc., etc. We share information about upcoming activities that others in the group maybe interested in but we have no agenda and no requirements other than to enjoy the company of those present and as a bonus enjoy the rides they may have come in. Since it is a come-if-you-are-available event with no membership requirement, the group as been varied each

DUES RENEWAL

According to my records, the folks listed below have not yet renewed their NVRG dues for 2014. If you've already sent your dues in please contact me. It's still not too late to renew. Send your \$20 check to me at: 10707 Ellie's Court, Fairfax Station, VA 22039 or pay me at our next monthly meeting. Thanks, /s/ Dave Gunnarson

- Bavis, Chris
- Brown, Henry
- Burke, Bob
- Cumberland, Mike
- Day, Paul
- Eley, Hubert
- Gibb, Harry
- Gibson, Stephen
- Gregg, Robert
- Kranich, Bob
- Lambert, Ray
- Martin, Frankie
- Melton, Jay
- Ordmandy, Eugene
- Parker, Richard
- Rhynalds, Don
- Richmond, Walter
- Whelihan, Alan





For Sale – 1940 Ford Deluxe Tudor Sedan. Reliable driver. Original except for 12v electrical system including electric wipers, turn signals, high torque starter and PowerGen. Fresh engine, clutch, and transmission. New dual exhaust system. Brakes redone as well as steering. The body is original and in original paint except for some touch-ups. LeBaron Bonney interior including headliner. Low mileage 600 x 16 Cokers. All exterior trim, chrome and bumpers, running board covers, replaced with Drake repros. Dash is refinished as original. \$20K OBO. **Bill Tindall** 804.818.3595 (H) or cell 804.972.9570 or earlyfordguy@yahoo.com 12/13



For Sale – 1940 Ford Deluxe Coupe. Body off restoration, all original metal, 34,050 original miles, 1,375 miles since restoration. Mandarin Maroon, whitewalls, all wheel rings, radio and heater, skirts, headers, Smitty duals. Always a trophy winner. \$49,000, NoVa area. **Jerry Bowie** 540-687-6610, 540-295-0644 or Coachnuts@earthlink.net 07/13



For Sale – 1936 Ford Convertible Sedan (trunk version). 80% restored – needs completion. Call for full details. **Wayne Handy** 840-746-1376 07/13



For Sale – 1951 Ford F1 Panel Truck – All original survivor. Runs cool. Needs body work and paint but no large dents or structural problems. Rebuilt brake and master cylinders, new metal brake lines and hoses; gas tank rebuilt, new shocks, new floor pans. New exhaust, tune-up, carb rebuilt, rebuilt generator, new regulator, new wiring harness, all new head, parking and tail lights, turn signals with flashers, custom 3-point seatbelt harnesses. Many extra parts: rebuilt radio, NOS speedometer, heater, right side window channels and moldings, etc. I'm asking below average \$9,600 but will consider a sincere, reasonable offer. **Allan Edwards**, P.O. Box 2215, Front Royal, VA 22630 – 540-635-6865 (P) or 703-408-8372 (C) 11/10



MEMBERS – JUST A HEADS UP! – I have rebuilt over 20 distributors, upgrading them to the 1941 11A weights and shaft. I have only four NOS weights remaining and my source is exhausted. I have called around the country and there are none out there. Yes, Mac's advertises them, however, they are in fact 68 weights. My customers all have been satisfied. The only difference between the 85 HP and the 90 HP are the distributor weights!! Take advantage of this cheap performance upgrade while I still have NOS parts remaining. **Cliff Green** 703-426-2662 or cliffgreen@cox.net 12/11



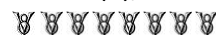
Wanted – Anybody got a decent '35 Ford horn they want to sell? I have a decent can - the guts are beyond rebuilding. Any leads appreciated. **Nick Arrington** nta1153@verizon.net or 703-966-8422



Wanted – 1935 Front Perch Bolts – **Nick Arrington** - nta1153@verizon.net or 703-966-8422 11/11



Wanted – 1938 Ford sedan delivery. Nice original; older restoration or project with decent sheet metal. **Bill Potter** 301-466-2610 (C), Thanks. 03/12



Wanted – Correct tire iron/jack handle (78-17081) for 1941 Ford. **Ken Burns**. helenaandken@verizon.net or 703-978-5939. 11/13



Wanted – Two good, rebuildable Stromberg 94 carbs. Marked 21-29 on one side and Ford on the other. **Ray Lambert**. 703-491-4471 (H) or 703-595-9834 (C) 08/12

OUR SERVICE POLICY:
 Not "something for nothing"...but doing what is to be done *promptly, intelligently* and *economically*.
Your Ford Dealer



NVRG Calendar



<u>January</u>	
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: Jim & Char McDaniel and Bill & Liz Simons tell us about their fabulous cross country tour returning from Tahoe. Bring your wives or significant other. Refreshments: John Sweet
18	January Tour – Tour of historic portions of Reagan National Airport led by our own Paul Malandarino, the airport general manager. Lunch at Siné Irish Pub in Pentagon Row following tour. Meet at 8:30 at Fair Oaks Mall to car pool. We'll need a head count for both National and Sine – sign up at our meeting on the 14 th or contact Ken Burns: helenandken@verizon.net or 703-978-5939. Also let him know if you're met us at National.
22	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net if you plan to attend.
28	NVRG Board of Directors Meeting – 7:30 pm @ TBD. All welcome to attend.
28	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>February</u>	
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: Clem Talks Trains (Tentative) – Refreshments: TBD
TBD	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net if you plan to attend.
23	Clem and Sandy's 41st Train and Old Car Day – mark your calendars now – more details to follow.
25	NVRG Board of Directors Meeting – 7:30 pm. All welcome to attend.
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>March</u>	
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: TBD Refreshments: TBD
TBD	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net if you plan to attend.
TBD	Garage Tour to Lightfoot and Rosenthal garages (tentative) – mark your calendars now – more details to follow.
25	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



- ✚ April – Annual NVRG Poker Run
- ✚ May – NVRG/City of Fairfax Car Show
- ✚ June 2014 – **Eastern National Meet**, Gettysburg, PA
- ✚ August 2014 – **Central National Meet**, Springfield, IL



2014 Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



President: Jim McDaniel - 703-569-6699					
Vice President	Bill Simons	703-536-3648	Tours – Team Lead	Hank Dubois	703-476-6919
Secretary	John Ryan	703-281-9686	Tours – Member	Art Zimmerli	703-323-1774
Treasurer	Wayne Chadderton	703-435-1142	Tours – Member	Bill Simons	703-536-3648
Membership	Dave Gunnarson	703-425-7708	Property/Refreshments	Mark Luposello	703-356-3764
Programs – Team Lead	Joe Freund	703-281-6282	Historian	Don Lombard	703-690-7971
Programs – Member	Eric Sumner	703-860-1916	Webmaster	Cliff Green	703-426-2662
Programs - Member	John Sweet	703-430-5770	Newsletter (Valve Clatter)	Ken Burns	703-978-5939
Fairfax Show	Dave Westrate	703-620-9597	Sunshine Committee	Keith Randall	703-620-9597

January Program: The Fabulous Trip Home from Tahoe

Mark your calendar! The January Meeting is on Tuesday, January 14th at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



Leaving Tahoe for Home



FIRST CLASS MAIL

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