

Northern  
Virginia  
Regional  
Group



# Value Clatter



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

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

*Volume XXXVI, No. 2*

*February 2014*

*Ken Burns - Editor*

# HISTORIC NATIONAL TOUR

*By Wayne Chadderton – photos by Dave Gunnarson and Editor*



Paul Malandrino (kneeling, 2<sup>nd</sup> from the right in his cozy bomber jacket) is the General Manager of Reagan National Airport. He gave us an outstanding tour and briefing about historic Terminal A which opened for business in 1941.

A small and hardy group of NVRG die-hards had a brief early morning meeting on a cold and windy day at our usual meeting place at Fair Oaks Mall with most of the tour group choosing to join us at the airport. Upon arrival at the airport the Fair Oaks group rendezvoused with the other members Terminal A at the end of the pedestrian walkway near what is referred to as “The Gallery Walk.” Here the airport is currently exhibiting the “Color of Joy” (an exhibit of abstract collages and other artistic expressions). And it was here that we were greeted by our gracious host Paul Malandrino.

Paul escorted our group to a newly renovated conference room with vintage pictures on the table depicting various moments in the airport’s development and expansion over the years since it first opened in 1941. He provided us with the history of the airport and of the renovations currently being done on Terminal A, the original terminal commonly referred to as the “banjo” by airport personnel.

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# *Up Front with the President*



*February 2014*

What happened in the second half of January? I just got in from shoveling the snow from my driveway and sidewalks again, with a wind chill of zero degrees (and that's ten degrees warmer than last week). January was certainly the month to keep the old V-8's tucked away in a warm garage, as we've broken any number of record low temperatures here in Northern Virginia, plus more snow than we've had in the last several years. Here's hoping for some warmer temperatures in February.

We had cold weather for our January tour to the historic portions of Ronald Reagan Washington National Airport, and we were happy that it was all indoors. Thanks to our own **Paul Malandrino**, who is the Airport Manger, for the tour and to **Ken Burns** for coordinating this tour. We were treated to some fascinating history of this airport as well as the old Hoover Airport that used to be where the Pentagon is now.

I just completed my first Board of Director's meeting since becoming your President. Once again, we have a top-notch Board with an amazing degree of expertise among the Directors. I'm looking forward to a great year of programs and tours.

**Joe Freund** has stepped up as chair of our Programs Committee, assisted by **Eric Sumner** and **John Sweet**, and they already have an interesting series of programs in the works. They have a mix of technical talks on "how things work" on our old cars, like radiators, water pumps, V-8 lighting systems, and the like; to reviews of V-8 happenings like Hershey and this year's Eastern National Meet in Gettysburg, PA; to discussions of topics like commercial trucks, introduction of the 1939 Ford, Mercury (their 75<sup>th</sup> year), and the Lincoln classics; to fun things like our annual Ice Cream Social. February's presentation will be on **Clem's** upcoming Train Day and everything you ever wanted to know about trains.

**Hank Dubois** is heading up our Tours Committee, with **Art Zimmerli** and **Bill Simons** giving him a hand. Their schedule is still coming together, and you can look forward to several interesting garage tours early on; a V-8 Poker Run in April; our Fairfax Car Show in May (that **Dave Westrate** is again heading up); touring to the Eastern National Meet in June; and the Sully show on Father's Day. The rest of the year is still coming together. It's a great start for the first month of the New Year.

I'd like to highlight again our new Sunshine Committee that **Keith Randall** is chairing. We're working on the protocols and "SOP" that we will follow, to ensure we respect our members' sensitivities, but I'll ask again that any of you who know of the illness or injury of a member, or their family, to please let Keith know. He would then determine the proper recognition or response from the Club. The names and phone numbers of all your Directors are on the last page of this newsletter.

Lastly, I'd like to thank my wife **Char**, and **Bill Simon's** wife **Liz**, for two things: First, for attending our January meeting and adding their observations and stories to my slide-show presentation of the "Early Ford V-8 Grand Tour Across America;" and second, to have the courage to join us on such an adventure in the first place. There was some "trepidation" on their part at first, but they sucked it up and took the plunge. In the end, they both say they had a "Grand Time!"

*Jim*

Jim "High Sheriff" McDaniel

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This 1939 model, located in the Terminal A Exhibit Hall, depicts the arrival side of the airport as it would have appeared when it opened.

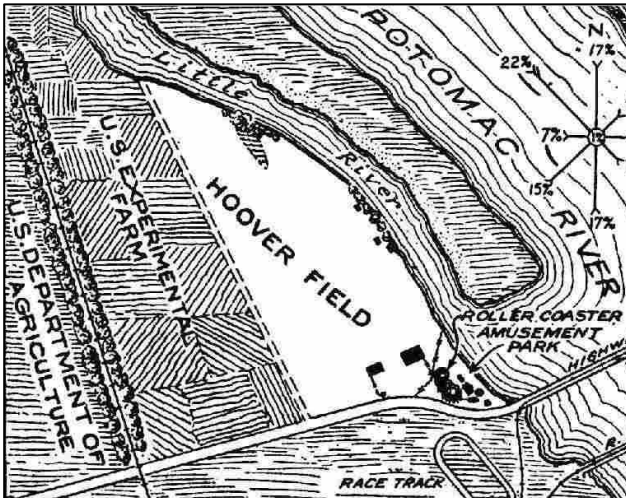


The model was discovered in 1998 after it was placed in storage at a Chicago museum after a 1940 lecture by National Airport's consulting architect, [Howard Lovewell Cheney](#).

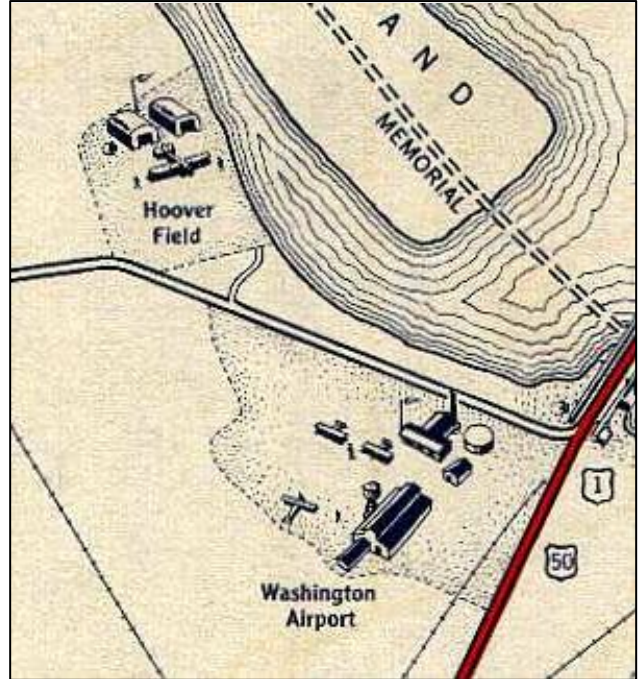
The first airport to open in the area was Hoover Field; it opened in circa 1923 and was located near the present site of the Pentagon. A second airport (Washington Airport) opened a year later, near Gravelly Point on "Abingdon" the former plantation of Captain John Alexander. In 1930 the two airports merged to form Washington-Hoover Airport.



Hoover Field – 1927 Department of Commerce Airway Bulletin



The field was named after Herbert Hoover, Secretary of Commerce from 1921 to 1928 and later our 34<sup>th</sup> President from March 4, 1929 until March 4, 1933. The amusement park depicted in the image above was *Arlington Beach* and offered a Ferris Wheel, other rides, swimming, canoe rentals and a dance hall among other attractions. It was a safety hazard and eventually was closed and razed in 1928.



This depiction in a 1930 Standard Oil road map shows the two airports separated by Military Road.

Even with the razing of Arlington Beach, the airports were less than adequate due to multiple problems such as a street (Military Road) crossing the single runway requiring the presence of guards to stop traffic for takeoffs and landings.



These travelers in the early 1930s get a bird's eye view of a DC-2 as it lands at Washington Airport.

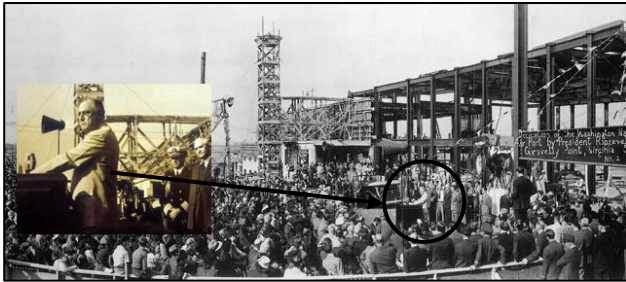
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In 1938 due to the inaction of Congress to select a more favorable airport site, President Franklin D. Roosevelt announced that a new airport would be built on the mudflats at Gravelly Point.



Dredging at Gravelly Point began in 1938. The half completed Memorial Bridge can be seen crossing the Potomac in the upper part of the image.



President Roosevelt dedicates the Main Terminal, September 28, 1940.

The new National Airport opened for business on June 16, 1941.



An Eastern Airlines DC-3 taxis at National, July 1, 1941.

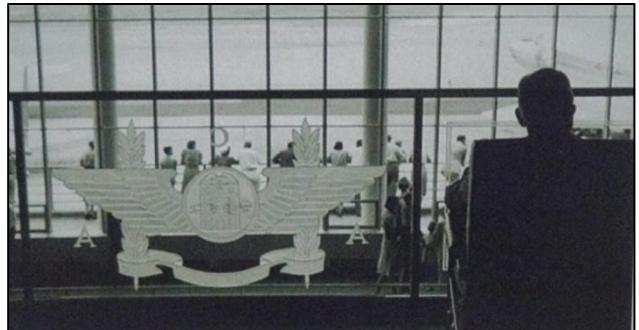
Paul provided some interesting facts by comparing domestic passenger totals at National Airport to Dulles Airport. I think all present were amazed that for 2012 National had 19.7 million passengers compared to 15.9 at Dulles; however, Dulles also has

and 6.7 international passengers plus cargo operations. He also gave us some interesting insight the recent merger of American Airlines with US Air will have on National Airport.

From the conference room we moved to the Terminal A Exhibit Hall where they have displays of artifacts from the Abingdon homestead along with an exhibit about the first flight to arrive at National in 1941.



This glass balustrade, on display in the Exhibit Hall, was rediscovered during a 1997 renovation of Terminal A.



View from the mezzanine level, 1941. Note the glass balustrade.

From the Exhibit Hall we then proceeded to view the new renovations taking place in Terminal A and its concourse. Next we went down stairs to the Airport Operations area. Here we could briefly observe all the airport operations via monitoring cameras. We also saw the sitting area built for President Franklin D. Roosevelt which is quite small and unpretentious compared to today's standards.



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We said goodbye to Paul and thanked him for an interesting and informative tour and ventured over to Siné Irish Pub for lunch.



Checking over the menu at Siné's are Helen Burns, Elyse Kudo & Bill Potter, Dave & Barbara Westrate, Rick Parker, Susan & Keith Randall, Hank & Cindy Dubois, Jim LaBaugh, Bill Simons, Leo Cummings, Wayne & Jane Chadderton. Missing from the picture are: Liz Simons, Joe & Sara Freund and Jim & Char McDaniel.

### Hoover and National Memories

By Art Zimmerli

Today's tour was very interesting and special for me and, being a native Washingtonian, brought back many memories. They include being at Hoover field as a child with my family picking up visiting relatives.

In 1949, a P-38 being tested for the Bolivian government, and flown by a Bolivian pilot, crashed into an Eastern Airlines plane over National. The airliner landed in the water at the shore. It was the deadliest airline crash at the time and the Bolivian pilot was the only survivor. In 1950 I was working for the old Coast and Geodetic Survey whose primary mission was to map the coastline. However, the CAB (*Civil Aeronautics Board*) asked us to determine whether the plane landed in Maryland or Virginia waters since laws were different and this would be necessary for the inevitable lawsuits that would follow.

Thanks to Ken for arranging this tour and to Paul for guiding us thru the old terminal.

## JANUARY MEETING

### On the Road Again

By Editor

Back in November Jim McDaniel and the hardy band of road warriors took us along on a windshield tour of their trip to the Grand National Jubilee Meet in Lake Tahoe. We also learned that Char McDaniel and Liz Simons flew out to Tahoe for the meet and the ensuing return leg of the *V-8 Tour Across*

*America*. For our January meeting Char and Liz joined Jim and Bill and recounted their experiences on the trip home. In addition to the "usual suspects" we had a large turn out of wives who were interested in seeing and hearing about this once-in-a-lifetime experience.



Jim McDaniel came prepared for his travelogue with maps showing the route they travel and, of course, a wonderful variety of stunning slides.

Jim and Bill left Lake Tahoe and retraced their route along the "Loneliest Road in America" before rejoining the majority of the tour group.



Heading home from Lake Tahoe – June 23<sup>rd</sup>.

Early highlights of the trip home included visiting historic Wendover Airfield (where Colonel Tibbets and his crews trained for the atomic bomb attacks on Japan), the Bonneville Salt Flats, and Salt Lake City and the Mormon Tabernacle Choir. Leaving Salt Lake the group visited Grand Tetons and Yellowstone National Parks, saw spectacular sights in the Bad Lands (think *Close Encounters of the Third Kind*), monster stone carvings at Mount Rushmore and Crazy Horse, drove through miles and mile of corn fields as they crossed the Plains. They stopped at roadside attractions and local points of interest (who knew there was a Corn Palace in Mitchell, SD, where the artwork is made of corn?).

While in Wisconsin, Jim and Bill parted company with the rest of the tour group. Bill and Liz headed to Maine via Niagara Falls where they watched the 4<sup>th</sup> of July fireworks from the Canadian side before

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continuing. Jim and Char headed home to Virginia with a stop in Madison, WI, where Jim saw a Huey helicopter he had flown in Viet Nam on display in a museum. The McDaniel's trip was uneventful until they were just about home. Approaching Stephens City, Jim had a flat tire and, as fate would have it, his jack was at the very front end of truck requiring him to unload the entire contents of the trunk before he could change the tire.

The thing that stood out during Jim's presentation was the camaraderie among the group's participants and the tremendous support by Regional Groups and by individuals across the country: Joe Floyd opened his collection including a rare Allegheny Ludlum stainless steel '36 Ford Tudor (6 were built; only 4 remain) to the group; Paul and Joanne Oman not only opened their collection to the group but fed them twice in their "Diner;" and Larry and Dawn Menard opened their extensive collection (everything from V-8s to NASCAR) to the group.

If you missed Jim's presentation you can get the "Readers Digest" version by reading excerpts from his daily blog in the August 2013 [Valve Clatter](#).



Char had to get out two houses early and record me arriving at home (she's so sweet :-)

Home at last! Springfield, VA – July 5<sup>th</sup>.

## RESTORATION ROUNDUP

### You're Never Alone in the NVRG

*By Dave Westrate*

It never fails, when one of our members needs a hand, people respond. It happens time and time again. It recently was my turn to ask for help. My '39 Woodie project has progressed to the point where the stripped down frame had to be moved outside for some welding work before it heads off to the sand blaster and paint. It is also time to mount the floor pan and upper rear deck to the frame for final fit and welding back together before they too go off for sand blasting and paint.

These things are heavy, so I asked for six or eight people to move them. A careful plan was made for

Hank Dubois and me to go to Winchester early in the morning to pick up the rear deck, which had some sheet metal repair work done. We arrived back home at 1pm and met up with the rest of the volunteer team for the Main Event. "Many hands make light work" as we moved the frame outside and placed the upper deck on top of it.



Moving the frame outside for repair work before sending it out for blasting and paint also freed up room for Dave to work on the running gear and other parts. You never can have TOO MUCH garage space!



The frame sits on the working-height stand Dave constructed.



The rear floor pan is set in place on the frame.

Having accomplished this, we all went into the house for refreshments and a BS session. As always there was a subplot as Bill Simons brought along a

Roundup continued on next page

**Roundup** continued from previous page

wiper motor assembly that needed attention, but that is another story....

The club members who responded were: Hank Dubois, Ken Burns, Cliff Green, Bill Selley, Bill Simons, Leo Cummings, Keith Randall, and my neighbor Manuel Coronel. President Jim McDaniel, Clem Clement and Wayne Chadderton were willing if needed, as well.

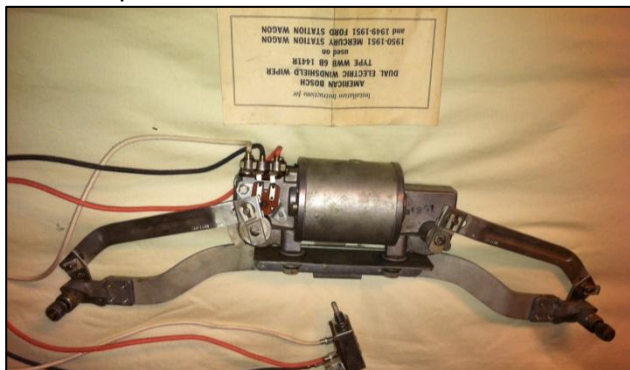


I thank everyone, as some of these major tasks just can't be done alone. And, it is so nice to know that there is a team to play with when needed.

### Who's Afraid of a Little Rain

By Bill Simons

On our drive across America, one of our scheduled over night stops was in Fallon NV. Early on, I looked at the map and saw that Fallon was only 90 miles from Lake Tahoe so the Simons-McDaniel duo decided to push on and get to our destination a day early. Thus we did not stop in Fallon. However, a member of our group who spent the night in Fallon [I'm not sure who], suggested that a visit to Fallon Engine Service operated by Louis Cote would be interesting. Past National President Jerry Reichel was part of the group that stopped and visited Mr. Cote's shop. Apparently the shop was filled with all manner of V-8 parts, many NOS. Jerry spotted this electric wiper kit and saw that it was for a 6 volt conversion for 1949-1951 Ford. He offered to buy it and Louis Cote accepted his offer of \$200.00.



When Jerry got to Lake Tahoe the next day, and on closer inspection, he saw the bad news. It would only fit a 1949-1951 STATION WAGON! Dang! [The post holes in the cowl are further apart on the wagon.]



Soon my hotel phone rang with Jerry offering to sell me the unit for the same \$200 he had spent the day before. I didn't accept his offer right away as my vacuum wipers worked just fine, but upon further consideration and a detailed inspection including cowl hole measurements, I agreed to the deal. I carried it back home with me to wait for one of those cold winter day car projects. We tested it at Dave Westrate's house a couple of weeks ago and it worked just fine.



This looks like a high school science project about to go bad. ZAP!!!

It is a 2 speed unit made by American Bosch in Springfield Mass. and having grown up there I knew their reputation for quality.

This past weekend I took out the vacuum mechanism and installed the electric unit. It didn't go completely smoothly, as with so many aftermarket accessories not made by Ford, the posts did not come through the cowl far enough to allow for the leather gasket. I instead added a layer of clear silicone to make it water tight. I then turned the key, pulled the knob and was rewarded with a nice quiet 2 speed wiper action; and the engine wasn't even running!

I don't know how many of these units are still out there but I imagine they are quite rare. If anyone has seen another I would like to hear from them to

**Roundup** continued on next page

**Roundup** continued from previous page  
compare notes. It seems strange to be saying this but I am actually looking forward to my next drive in my Woodie in a short, gentle rain.

## OUT & ABOUT

### Hilton Head Island Motoring Festival & Concours d'Elegance

By Tommy Harper

Last November I showed my 1935 Ford Standard Tudor at the Hilton Head Island Motoring Festival & Concours d'Elegance where I received the "This Car Matters" special award. It is my understanding that this award is not often presented. I also received a "Best in Class" award.



Tommy receives his "This Car Matters" award.

(Click [here](#) for more pictures of Tommy's car: #4, 5 & 6 for "This Car Matters" and #101 & 102 for "Best in Class." Ed.)

One of the class judges, Ezra Dyer, wrote an article that is on page 26 and 27 in the February 2014 issue of [Automobile](#) magazine. The picture of my car accompanying the article, was taken by him at the show, and was converted into an illustration by Tim Marrs. So far, I have not purchased any of the pictures from Kaufman. However, I do plan to purchase copies of the illustration from Tim Marrs.

My car has been invited to participate in the Pinehurst Concours d'Elegance on May 2, 3 and 4, 2014, and I plan to attend.

Hope to see all of you at the Eastern National Meet in Gettysburg where I'll show the Tudor in the Dearborn Emeritus division.

## TECH TALK

### Fire Extinguishers

By Von Hardesty

One critical accessory for the owner of a collector car is the portable fire extinguisher. They are commonplace. Yet, we often give these safety

devices little notice, unless they are absent. At car shows, as we all know, there are severe penalties by judges if you foolishly drive on the field without your fire extinguisher. And, of course, no one thinks of a road trip without this accessory.

Until recently, I had not given portable fire extinguishers much thought, except to make sure I never ventured out without one in arm's reach. Also, I replaced them at irregular intervals.

The purchase of an inexpensive or cheaply made fire extinguisher may put you in some peril. The plastic top red fire extinguishers are available at most auto parts outlets or Walmart. They may or may not function properly in a real emergency. Worst of all, these low-end units spray a dry chemical, which is highly corrosive. The damage to paint, upholstery, or electrical wiring could be catastrophic. The spray has a tendency to reach every corner and crevice. Some of these units do not have a gauge to alert you to the fact that they have lost pressure. Some may be non-functional after prolonged storage.

After some consultation with [BB's Fire & Safety](#) company (Greenville, VA), I decided to abandoned my old stock and to purchase two 2.5 pound Halotron fire extinguishers (clean agent), one for the shop area, the other take with me on any trip in an old car. The Halotron is a liquid under pressure unit with one critical advantage: the chemical sprayed to douse any fire will evaporate in short order and result any little, if any, damage to the car.



They are not cheap—they range from \$170-220 per unit, depending on the supplier. They are made in the USA under high standards, they are rechargeable, and they come with a guarantee for 6 years. It is a wise long term investment. The Halotron type is manifestly superior with its metal components, sturdy construction, and proven

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durability.

The rationale for an upscale fire extinguisher is obvious--why drive around in your very expensive collector car (or project car for that matter!) with a twenty dollar fire extinguisher?

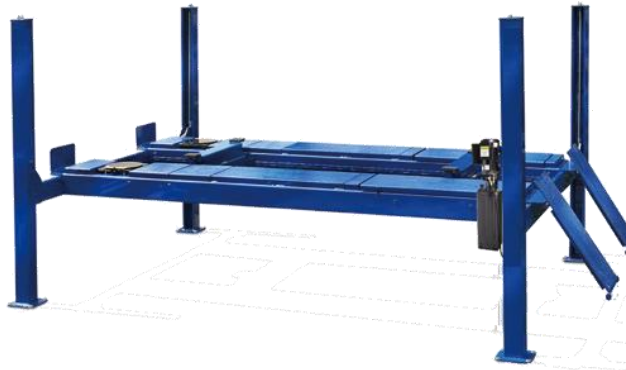
Safety and the preservation of a valued car are the compelling reasons to give fire extinguishers a second look.

And, by the way, BB Fire and Safety will make group orders of the Halotron fire extinguisher to assure a lower cost per unit. They will answer questions you may have on fire extinguishers for car and home.

BB's Fire & Safety  
P. O. Box 431  
Greenville, VA 24240

### Garage Lift Tips

By Jason Javaris



I have had an [Eagle](#) storage lift for many years and have the following advice to those in the market for such a lift:

- ✚ Obviously you should buy the best you can within your budget.
- ✚ The linkages and checking mechanisms are critical - the more heavy duty the better.
- ✚ Mine had large optional casters to move the lift around but these are very risky - don't waste your money.
- ✚ Most lifts rely on woven steel cables to raise and lower the lift but if possible chains are more reliable.
- ✚ I recommend bolting the lift feet into the concrete garage floor for extra peace of mind also.
- ✚ If you have several vehicles make sure the lift can accommodate each one of them.
- ✚ And lastly, be prepared to have help on hand when the lift is delivered because the truck drivers are very reluctant to help with the un-

loading. The steel components in a lift are very heavy. Good luck.


## CELEBRATING 75 YEARS OF MERCURYS

### What's in a Name?

By Editor

In the mid-30s car makers scrambled to diversify their product lines in order to meet changed economic conditions. Ford's first step was the introduction of the Lincoln Zephyr in 1936. But Ford still needed another product line to fill the price gap between the Zephyr and the most expensive Ford. It also needed to come up with a suitable name.

We've all seen photos of various design drawings and prototype vehicles but how many of you have seen the various names proposed for the new car being designed to fill the gap? The chart below comes from the May-June 1972 *V-8 TIMES*. It's interesting to note that some of these proposed names eventually ended up not only on Ford products, but were used by other auto makers as well. It seems strange in this day and age to see "Autocrat" proposed as a name, or better yet "Fordocrat" but Studebaker had a "Dictator" model up until 1937.



### Suggested Names for the Mercury

HERMES	OXFORD	EXPLORER	FORD ARROW
CITADEL	CREST	OLYMPIC	CASTLE
CORONADO	WASHINGTON	WARWICK	ZEST
COURTIER	CONSUL	MANOR	NASSAU
CHARTER	VISTA	TRITON	LUXOR
SOVEREIGN	ARCHER	HUNTER	NORMANDY
KENT	FALCON	HORIZON	TOWER
VERNON	FLEETFORD	FORD-FALCON	FORDUKE
FORD-FLEETWING	OLYMPUS	THE DEARBORN	FLEETWING
OLYMPIA	SPARTAN	HERCULES	FORD-OLYMPIC
TROJAN	DIANA	LEOPARD	MARATHON
MINERVA	EAGLE	REGENT	EROS
SWALLOW	THE TRAIL-BLAZER	THE COMET	PANTHER
STYLETER	FORD-ZEPHYR	EXFORD	CYCLOPS
PHAROAH 8	EUROPA	TRANSFORD	PHOENIX 8
TRAFFORD	DRAKE	CRUSADER	MERCAR
GULFORD	VICTORINE	PATRIOT	EDISON
ZEPHORD	VANITIE 8	THE WINGED VICTORY	ELFORD
LUXURY 8	THE CONSTELLATION	CORSAIR	PLAZA
THE GROUNDFLIGHT	COURAGEOUS	ZEON	FORDOCRAT
COURSEUR	FORLIN	REXFORD	FORERUNNER
FORZELLI	FORD-XL	AUTOCRAT	VALIANT
DART	COURIER	THE PATHFINDER	LEO
ATHENIAN	STYLEMASTER	RANGER	CORINTHIAN
STYLIST	MERCURY	RAMBLER	BEAU MONDE
THE GAZELLE	KEY		THE QUICKSILVER

Editor's note: This 1938 list of suggested names for the new Ford automobile for 1939 is published through the courtesy of the Ford Archives, Henry Ford Museum, Dearborn, Michigan. It is fascinating that a modest name like Mercury was chosen over such impressive suggestions as Pharoah 8, Beau Monde, Winged Victory, The Quicksilver and Ford Arrow. The conservative Edsel Ford made the final decision choosing Mercury, "the Messenger of the Gods," whose winged cap to signify his speed, would become the trademark of the new Ford product.

The emblem in the upper right corner is a prototype trademark which was to have adorned the new Mercury.

Considering what our weather has been like throughout January, I thought this Dutch Shell Oil King Winter advertisement from a 1936 issue of *Ford Wereld* was pertinent. Thanks to Dave Gunnarson for the ad and the translation. *Editor*



## HET DUURT NIET LANG MEER!

KONING WINTER IS ONDERWEG.  
HET DUURT NIET LANG MEER, OF YS EN  
SNEEUW, HAGEL EN YZEL ZULLEN DE  
AARDE TEISTEREN!

ZYT GY GEREED? ZYT GY  
ER ZEKER VAN MORGEN VROEG UW  
WAGEN VLOT TE KUNNEN STARTEN, OOK  
WANNEER HET VANNACHT PLOTSSELING  
HARD VRIEST?

NEEMT DE SIMPELSTE EN ZE-  
KERSTE MAATREGEL, VULT UW MOTOR-  
CARTER MET **WINTER-SHELL**-  
OLIE EN GY KUNT DE GANSCHE WIN-  
TER REKENEN OP EEN VLOT STARTEN-  
DE, SOEPELE EN GOEDGESMEERDE MOTOR.

N.V. BATAAFSCHE IMPORT MAATSCHAPPIJ



CAREL VAN BYLANDTLAAN 16 - DEN HAAG

### It will not be long!

King Winter is on its way and shall ravage the earth with ice, snow and hail.

Are you ready? Are you sure tomorrow morning your car will start smoothly, even with the sudden blast of freezing tonight?

Take the simplest and secure measure, fill your crankcase with WINTER SHELL and you can count on a completely well lubricated engine for a whole winter.



## OLD CAR AND TRAIN DAY

SUNDAY FEBRUARY 23, 2013

12 Noon to 5 PM

@

THE CLEMENT HOME

[12106 GARY HILL DR](#)

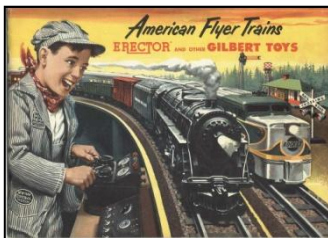
FAIRFAX VA 22030

- ✚ 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.
- ✚ Weather permitting, 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**

Phone: 703-830-5597 (H) or 571-239-1701 (C)

Email: [clem.clement@cox.net](mailto:clem.clement@cox.net)



## NORTHERN VIRGINIA REGIONAL GROUP AUTOMART



**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](mailto: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](mailto: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. 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](mailto:cliffgreen@cox.net) 12/11



**Wanted** – 1935 or 1936 Ford V8 Coupe (either 3 or 5 window). This car will be kept stock & not hot rodded. On that basis, the more original & complete the better. Good solid car with a good solid frame. Slight rust in the usual places in the body & fenders is OK. Original motor & transmission desired. Must have a title, otherwise it won't be able to leave the USA. All leads will be investigated. Transport to LA for shipping can be arranged. **Trevor Poulsen**, [tpou8669@bigpond.net.au](mailto:tpou8669@bigpond.net.au)



**Wanted** – Anybody got a decent '35 Ford horn they want to sell? I have a decent can - the guts are beyond rebuilding. 1935 Front Perch Bolts –**Nick Arrington** [nta1153@verizon.net](mailto:nta1153@verizon.net) or 703-966-8422



**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** – 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





# NVRG Calendar



<u>February</u>	
11	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Clem Talks Trains – <b>Refreshments:</b> TBD
18	<b>Caffeine Double Clutch Breakfast</b> – 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. <b>Contact</b> Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> if you plan to attend.
23	<b>Clem and Sandy's 41<sup>st</sup> Train and Old Car Day</b> – See page 11 for complete details.
25	<b>NVRG Board of Directors Meeting</b> – 7:30 pm. <a href="mailto:Auld Shebeen">Auld Shebeen</a> . All welcome to attend.
25	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>March</u>	
8	<b>Chesapeake Region AACA Annual Antique Auto Parts Flea Market</b> , West Friendship, MD
11	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Lincoln – Death and Rebirth of a Classic – John Sweet. <b>Refreshments:</b> TBD
TBD	<b>Caffeine Double Clutch Breakfast</b> – 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. <b>Contact</b> Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> if you plan to attend.
TBD	<b>Garage Tour</b> to Lightfoot and Rosenthal garages (tentative) – mark your calendars now – more details to follow.
25	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ <a href="mailto:Auld Shebeen">Auld Shebeen</a> . All welcome to attend.
25	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
28 & 29	<b>Sugar Loaf Region AACA 44<sup>th</sup> Annual Swap Meet</b> – <a href="mailto:Carroll County Ag Center">Carroll County Ag Center</a> , Westminster, MD
<u>April</u>	
8	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Water Pumps, Radiators and Other Cool Stuff. <b>Refreshments:</b> TBD
19	<b>Annual NVRG Poker Run</b> – Kick of the touring season by joining us on the Poker Run – mark your calendars for the start of the touring season – more details to follow
TBD	<b>Caffeine Double Clutch Breakfast</b> – 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. <b>Contact</b> Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> if you plan to attend.
26	<b>Small Parts Repair Day</b> – an invitation from the Model A Club to participate in their Small Parts Repair Day. This is a great way gain access to some tools you might not have and to get and/or provide help to other NVRG members. Get that V-8 ready for touring. Contact Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> or 703-830-5597 for more info.
29	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ TBD. All welcome to attend.
29	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road



- ✚ **May** – Apple Blossom Car Show - Winchester
- ✚ **May 2014** – NVRG/City of Fairfax Car Show
- ✚ **June 2014** – Father's Day Car Show – Sully Plantation
- ✚ **June 2014** – [Eastern National Meet](mailto:Eastern National Meet), Gettysburg, PA
- ✚ **August 2014** – [Central National Meet](mailto:Central National Meet), Springfield, IL

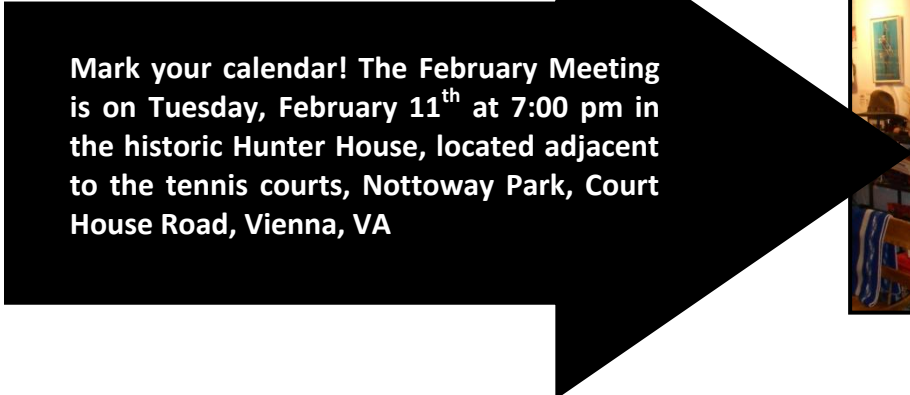


**2014 Board of Directors**  
**NORTHERN VIRGINIA REGIONAL GROUP**



<b>President: Jim McDaniel - 703-569-6699</b>					
Vice President	<b>Bill Simons</b>	703-536-3648	Tours – Team Lead	<b>Hank Dubois</b>	703-476-6919
Secretary	<b>John Ryan</b>	703-281-9686	Tours – Member	<b>Art Zimmerli</b>	703-323-1774
Treasurer	<b>Wayne Chadderton</b>	703-435-1142	Tours – Member	<b>Bill Simons</b>	703-536-3648
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Programs – Member	<b>Eric Sumner</b>	703-860-1916	Webmaster	<b>Cliff Green</b>	703-426-2662
Programs - Member	<b>John Sweet</b>	703-430-5770	Newsletter (Valve Clatter)	<b>Ken Burns</b>	703-978-5939
Fairfax Show	<b>Dave Westrate</b>	703-620-9597	Sunshine Committee	<b>Keith Randall</b>	703-620-9597

**February Program: Clem Talks Trains**



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



**FIRST CLASS MAIL**

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