

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. 3

March 2014

Ken Burns - Editor

# TRAINS x 2

By Mel Herwald – photos by Editor



The meeting started with Clem making a special presentation to Nick Arrington – his very own “Snake Oil” Tonka-type truck in recognition of Nick’s great snake oil presentation at our September meeting. The table in the foreground is loaded with some of the trains and accessories that Clem would talk about during his entertaining and very informative presentation.

At the February meeting Clem Clement spoke to us about various aspects of the model train hobby thereby whetting our appetites for his upcoming 41<sup>st</sup> Train Day. As some of us know, Clem is deeply involved in the train collecting hobby – a past-President of the Train Collectors Association (one of the most respected collecting societies in the world according to their website) – the Fairfax Station Train Show, the Winter Wonderland Train Show at the Manassas Center for the Arts in the Old Candy Factory and the National Christmas Tree Railroad on the Ellipse, which just celebrated its 20<sup>th</sup> year delighting children of all ages.



Clem’s key underlying theme was the similarity of toy train collecting to antique car collecting. Some of the things shown and discussed were as follows:

Trains continued on page 3

## *Up Front with the President*



*March 2014*

Is it spring yet? I hope all of you are managing to stay warm and keep on top of all of this season's snow. Given what an unusually "moist" winter it's been, I'm keeping my fingers crossed as I write this that we've seen the last of at least the accumulating snow. Wouldn't it be nice to have an early spring so we can get our V-8's out of the garages and back out on the road?

**Clem Clement** started out our February activities by providing our program for the month's membership meeting. He brought in several train cars from his extensive collection and provided a very interesting talk and demonstration of the history of model trains and the peculiarities of various model train manufacturers. It was also a preview for his annual "Train Day" that he hosts each year at his home.

And actually, we had very nice weather for his Train Day, which was sandwiched between a few snow days. It was our first opportunity this year for a decent outing. I don't know how Clem did it, but for "his" day, the weather was sunny and in the 60s. It doesn't matter whether you're a train enthusiast or not, it's just hard not to get juiced about trains when you see all that Clem has tucked away in his playroom above the garage. It's just amazing, and it's cool to see all those old trains actually working and zooming around his room. It's also hard to take it all in, and of course Clem is never at a loss for words to explain all the color variations, construction techniques, and material details of each car lining his walls, even tank cars made from toilet paper rolls (you had to be there). Lots of good food, as usual, and it was especially fun to see the kid's toys scattered around his garage and all the kids playing with them.

Clem's was a great family event, and it was cars as well as trains. Several Club members attended. In addition to a few Model A's from Clem's Model A Club, I had my '51 Cruiser there in case any of the grandkids playing in the garage got out of hand. Club members **Paul Malandrino** (gracious host during our tour of National Airport last month) had his rare 1962 Triumph TR-3B Roadster there along with sons, daughter-in-law and twin 2 year old grandkids. Jim and Edna Cross brought their 1930 Buick Business Coupe. Other Club members in attendance were **Ken and Helen Burns, John Sweet, Dave Westrate and grandson Noah, Joe Freund, Leo Cummings, Gay Harrington** and probably others that I missed in the crowd. Now that February's come to a close, we're looking forward to March, which starts out with **John Sweet** sharing his Lincoln expertise. His topic will be "The Death and Rebirth of the Lincoln." Sounds a bit intriguing. Also at the March meeting will be representatives of the National Capital Regional group who will give us a rundown on how the planning for the Eastern National Meet is progressing. Our Club will be supporting them by conducting the Operations Checks at the meet.

Our March tour will be to the Sugarloaf Mountain Region AACA Auto Swap Meet at Westminster, MD. It takes place on March 28 and 29, and we'll be van pooling up on Saturday the 29<sup>th</sup>.

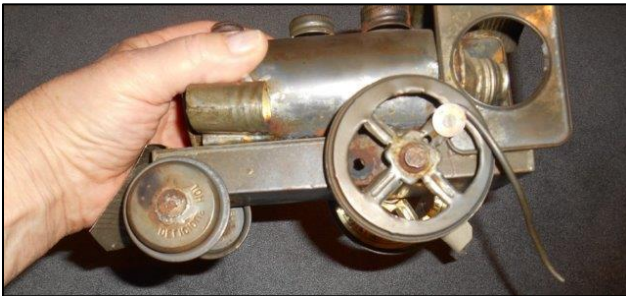
Finally, I'd like to acknowledge **Dave Blum** for again conducting our annual Audit of the Club's books. The organization is sound, and Dave had good things to say about how our Treasurer, **Wayne Chadderton**, is maintaining our financial records. My thanks to you both.

*Jim*

Jim "High Sheriff" McDaniel

Trains continued from front page

Along with collecting antique trains manufactured by well-known American companies such as Lionel, American Flyer and others, Clem is particularly interested in homemade trains and the generally unknowable story behind who made them and for whom. The ingenuity of the builder and the vast variety of construction materials is breath-taking; from an engine driven by an ahooga horn (of course what drives the horn is a small DC motor) to a locomotive constructed from a can (maybe an old chrome polish can with a screw top), parts of a ribbed tin can, bottle caps and other bits and pieces of common items found around the house. The front wheels are inscribed with “delicious hot” and the drive wheels appear to be from some sort of larger food container and the sides of the cab might have been made from the tops of cocoa tins.



Clem covered Joshua Lionel Cohen and the history of Lionel Trains. After attending several colleges in NYC, Cohen first worked for a dry cell battery manufacturer and then for Acme Lamp Company, the manufacturer of the first commercially successful portable electric lamp powered by a dry cell. It wasn't a flashlight but a bicycle light! In 1900 Cohen and a partner established Lionel Manufacturing Company and began making battery powered fans. In 1901 Cohen built his first battery powered train, the “Electric Express” as a window display for a local business. The next day the business owner was back to buy another “Electric Express” – a customer had bought the train rather than the items it was intended to draw attention to!

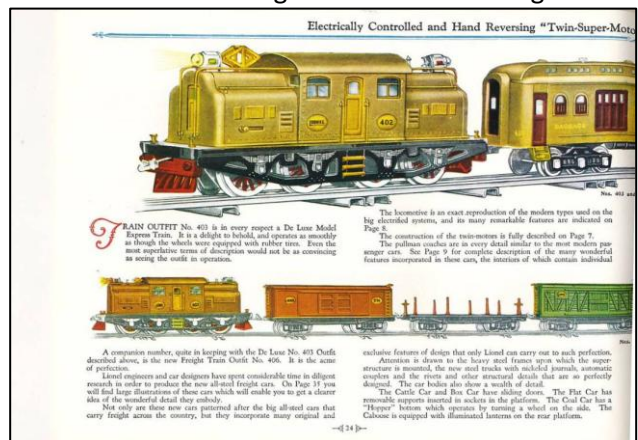
Clem then passed around numerous Standard

Gauge train cars as he discussed how early toy train locomotives and cars were assembled. This can help in identifying the approximate year the train was built. Early trains were riveted; later ones were tabbed for example.



Hank Dubois holds the first train set locomotive Clem was given by his father in 1947 – a Lionel 8E set built between 1925 and 1932.

Another way to determine the vintage of the train is to use the annual catalogs printed by Lionel and other manufacturers but care must be taken because the catalogs were usually printed six months before the trains were actually built and some trains illustrated in the catalogs were never built or were painted differently. This is not too different from vintage Ford/Mercury/Lincoln literature with illustrations rather than photographs – a rendering designed to show the product to the customer in the best light – not a restorer's guide.



A page from the 1926 Lionel catalog.

During the early days couplers were not standardized and serve as an additional means of determining the train's approximate vintage. Paint type can also be used to date older train items. According

Trains continued on next page

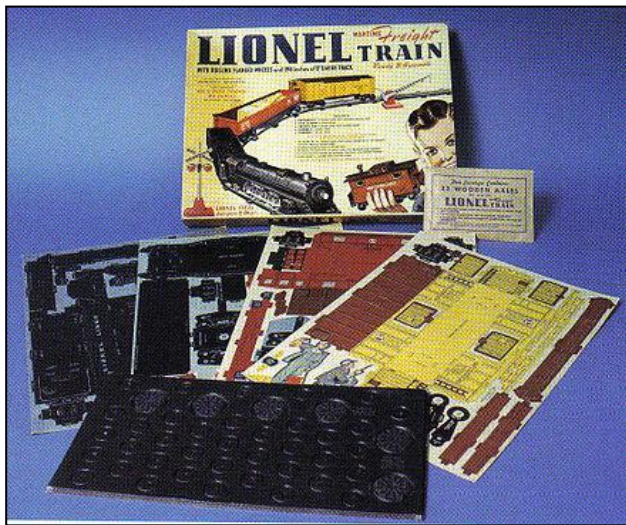
Trains continued from previous page

to Clem some of the colors were Model A colors. Clem said that original paint is much more important in the train hobby than in the car hobby – trains seldom got left out in the weather.



A Lionel color chart is available to restorers.

During WWII both Lionel and AC Gilbert converted their facilities to produce fuses in support of the war effort just as car companies converted to make various war related items. This was not much of a stretch for Lionel; back in 1899 Cohen had received his first patent for a device that ignited a photographer’s flash and the same year won a US Navy contract to produce fuses for naval mines. To keep the Lionel brand name alive during the war, in 1943 Lionel produced a paper train that sold for \$1. Today this rare item in mint condition sells for about \$400.



A mint paper train complete with its box. The set was designed to be assembled without glue or other adhesive. Imagine a young boy trying to play with this.

Lionel was generally considered to be of top quality followed by American Flyer (AC Gilbert), then Ives and finally Marx. Ives went under during the Depression and for a short time was jointly owned by Lionel and AC Gilbert before going completely out of business.

The comparison of reproduction vs original parts was discussed and it was pointed out that it’s important to know the differences and to be able to ID repro parts. Lots of reproduction are currently being made in Asia. Sound familiar? In our hobby Ford licenses reproduction products if they carry the Ford logo or other Ford markings. In the train hobby the TCA Standards Committee “blesses” reproduction parts and requires that they be advertised as such.

Clem ended his presentation by discussing the future of the hobby and the impact that 3-D printing probably will have. Using a 3-D printer simplifies the production of complex parts and should make small production runs much more feasible.

### Our 41<sup>st</sup> Train Day - Remnants and Remembrances By Clem Clement

I have always loved the day after. Getting up and having that wonderful “What happened feeling;” so full of seeing friends, making new friends and chatting and catching up on what had been going on throughout the long cold winter. A token snow pile reminds us that we had SOME SNOW this winter. The warm sunny air yesterday was a true Godsend for us. Neighbors and friends brought neighbors and friends and we all chattered like ole buds catalyzed by the toys and driveway art to enjoy. We started this idea many years ago and kids just love to draw love. I drew the welcome signs and the note “KILROY IS HERE!” (I don’t think anyone got that). I also drew the happy face about which I was told that was a poor drawing. He signed my name to it rather that improve upon it! I think either the heart or the cat wins the art contest. I’m always a little sad when the rain grabs the art, but that is how life is...



Our new neighbor came over to help setup. We told him to expect the unexpected. He kinda said yeeeh... He was stunified by all the warmness and

Trains continued on next page

**Trains** continued from previous page chatting and happenings. He brought several friends who loved the toys. Who was the Fire Chief? Some young one separated all the fire engines out and had them formed up on the garage rugs ready for duty.



Paul Malandrino and daughter-in-law introduce the two year old twin grandchildren to playing with trains.

Did I mention the damage done to the chocolate fondue bucket? Did you all get Ms. Sandy's secret recipe for the fondue? Here it is: 11%\*(o@)!<>!3.7 and a pinch of love.

Our yard was garnished with several cars the foot prints of which were light tracks in the greening grass where champions of the past had graced us with their presence. I hear the Hi Sheriff was about, firing up his sireen and arresting only the worstest of criminals. Had he hauled in all the violators of something or other we would be outta partiers.

Funny, during my talk I spoke of TCA's rules and the fact that any altered or restored train piece has to have a sticker on it so stating. Jim Cartmill asked me to show him one on my trains. I couldn't find any, proving that my stuff is boxed mint at least (☺) and the perfectness of my trains.....

Did mention the great food? My, oh my. Thanks all for such a wonderful selection of goodies.

In the train room, I gave a stunningly good spiel, as usual. (I know it was good because I did not have to listen to it). Sandy knows it was good because she did not have to listen to it either. I did not tell one lie. Ya hadda be there to gain from the pure and truthful flow to knowledge and interesting facts. New items for this year (That I haven't hid from Sandy) include a homemade brass searchlight car, the cheese box snow plow with ERG (Early Rain Gutter scoop), the airport rotating beacon made with a cowl light from something (Not Chevy or

Buick or Ford) and the magic train.



The magic train stunned us all with its transforming. Luke confirmed that the home made loco with the horn motor was in fact a Model A General Industries Manufacturing (G.I.M.) motor. Trains and cars do come together for sure as do their respective hobbies. Bruce Greenberg briefed us on the status of our train studies.

Even the famous STOMPER was stunned and amazed by the magic train. John spoke in the poetic language of the Norwegians in unlocking the magic of the transforming train. I know because he told me; I who can't so good articulate the English version of what I was born wid, let alone Norwegian.

What is it about a collection of colorful trains and antique cars that fosters such warm and friendly conversations? My train room layout was designed in a dog bone so folks could gather and talk, about anything that needs discussing. I witness the magic although I don't understand how it works.



Gay Harrington took this picture. It was her first Train Day and she says she was among the "stunnified."

The sounds of happy kids aplayin' trains and racing to and from Ms. Sandy's chocolate fondue pot will ring again and again thru our home. Only 3 kids wanted to grow up to be just like Mr. Clem and their

**Trains** continued on next page

Trains continued from previous page

mothers quickly disciplined them about such nonsense... None were left over at the end of the day. We love all kids but are too old and cranky to raise another brood of trainics. We will never be too old to have them playing trains at Ms. Sandy's home.

Sandy and I enjoyed putting on the Old Car and trains days for the 41<sup>st</sup> time. We hope to continue practicing until we get its right.

PS: The Tuesday snow is down now and with it the chalked driveway has been cleaned of the chalk but the memoirs of the kids and the good folks who visited Sunday will stay warm on our minds until the next time. A fresh new spring crocus is cheering us on as well.



### My First Train Day

By Gay Harrington

Sending these along because I was so impressed...wow!



How true: Clem seems to have at least one of just about everything!



Clem's Shell Oil cars: must be the largest collection in the world.



Just one corner of this amazing room...an eagle rising and a train whipping past.



Clem's trains are organized ceiling to floor...and Clem gets down to find just the right one to show an inquisitive friend.

*Editor's Note:* I was one of the folks who brought along a neighbor, Lauren, and her kids: a 5 year old daughter, Mallory, and a 3 year old son, Ryan. Mallory quickly made friends with several other kids and they had a great time playing hide and seek and just generally racing about Clem's front yard. I introduced Ryan to the High Sheriff and he got to hear the siren (didn't want to help run it though) and to wear the sheriff's hat. For most kids that probably would have been the highlight of the day, but Ryan is still a little shy around strangers. However, when he discovered that Clem and Ms. Sandy had a Thomas the Tank Engine set he was right in his element – Lauren could hardly pull him away for the food and he didn't have much interest in seeing the trains upstairs – he wanted to go back and play with Thomas. As the ultimate testament to the fun he had at Train Day, Ryan had a melt down when he found out it was time to leave. As Clem would say "I don't blame him; it just couldn't get much funner than playing with trains."

## CELEBRATING 75 YEARS OF 1939 THE FORDS

### Marketing the 1939 Fords and Mercurys



This fold-out insert from the November 19, 1938, *Collier's Weekly* shows Ford, Lincoln, Lincoln Zephyr and Mercury and the competition.

Ford Motor Company hoped to rebound from its abysmal sales performance in 1938 and on December 1, 1938, Edsel Ford, after testifying before a Senate Committee, told reporters that he estimated the output of Ford during the 1939 model year would reach approximately 900,000 units. Part of his optimism stemmed from the newly introduced Mercury.

On October 6, 1938, Ford began Mercury production and on the 8<sup>th</sup> announced that it had, indeed, produced a new vehicle line with the following press release:

*"Confirming rumors which have been in circulation for months, Edsel Ford, president of the Ford Motor Co., announced on Thursday that a new car bearing its own distinctive name and selling at a lower medium-price range would be added to the Ford-Lincoln line shortly before the New York Auto Show. The new car will be known as the "Mercury 8."*

And on October 17<sup>th</sup> Henry and Edsel Ford unveiled the new Mercury to the press at the Ford Proving Grounds in front of the old Ford Airport terminal.



The press gets its first look at the new "Mercury 8." The press introduction is usually said to have taken place at the Rotunda but that's definitely the old Ford Airport Terminal Building in the background.



This interesting photo of the 1939 Mercury press introduction came from The Henry Ford archives. No mention is made as to why the car doesn't have a hood. Maybe Henry is wondering the same thing!

Shortly after the Mercury debuted to the press in Dearborn, Fords and Mercurys were shown to Ford Motor Company's dealership network and then introduced to the public at auto shows in New York, Detroit (November 11-19, 1938), Chicago and other venues.



This dealers' preview in Portland, Oregon, gave them their first glimpse of the 1939 Ford product line. Notice the Mercury, Ford and Lincoln Zephyr neon signs hanging overhead. Lorin Sorensen – *The American Ford*.



Here's one just for Dave Westrate – Ford commercial vehicles at the 1938 Detroit Auto Show – a '39 Standard Sedan Delivery and a beautiful '39 Standard Woodie... Lorin Sorensen – *The Ford Shows*.



And one for the Lincoln crowd at the same show. Does anyone have any info about the cutaway Zephyr in the background? The triangular sign mentions the Zephyr's "strength."

Celebrating continued on next page

Celebrating continued from previous page



The Mercury Sedan Coupes on display at the 1938 Detroit Auto Show were decked out in double white walls and accessory inner beauty rings. The Sedan Coupe on the riser also sports a radio. Lorin Sorensen – *The Ford Shows*.

The new Ford and Mercury made their debut in Washington, DC, on November 23, 1938 with a display at Union Station.



A 1939 Ford Fordor and Mercury Town Sedan sit on the concourse of Union Station not far from where the runaway Pennsylvania Railroad *Federal Express* crashed through the floor when the brakes failed approaching the station.



Two days later, on November 23<sup>rd</sup>, a new Lincoln Zephyr, Mercury Town Sedan and Ford Tudor were photographed in what is described as the “New medical center parking garage.”

If the seeing the new Mercury on display at Union Station whet your appetite, you could buy one at any of the four dealers listed on the ad below.

*Have you seen the most talked about car in America?*

**THE NEW FORD-BUILT MERCURY 8**

The Mercury 8 is a big, roomy car, with a new 95-horsepower V-type 8-cylinder engine, and smooth hydraulic brakes. In price, the Mercury is slightly higher than the Ford . . . in style and interior dimensions, it compares favorably with the Lincoln-Zephyr. All the resources of the Ford Motor Company are back of it. Three decades of experience are built into it. In every respect, this new quality car is an outstanding motoring value.

**FEATURES OF THE NEW MERCURY 8**—New 95-horsepower V-type 8-cylinder engine • Hydraulic brakes • Exceptional roominess in big, wide bodies • Clean, flat body lines • More than 195 inches over-all length • New seat construction for easy riding • Center-pole design • Luxurious appointments and upholstery • Thorough, scientific soundproofing • Balanced weight distribution • Spacious luggage compartments • Many de luxe accessories included in price.

**PRICES OF THE MERCURY 8**  
(For cars delivered in Detroit—taxes extra)

Sedan . . . . .	\$894
Town-Sedan . . . . .	934
Sedan-Coupe . . . . .	934
Sport Convertible . . . . .	994

FORD MOTOR COMPANY, MAKERS OF FORD, MERCURY, LINCOLN-ZEPHYR AND LINCOLN MOTOR CARS

FORD-BUILT MEANS TOP VALUE

CHERNER MOTOR CO. 1782 Florida Ave., N.W. WASHINGTON, D. C.	THE NORTHWEST MOTOR CO. 6729 Wisconsin Ave. CHEVY CHASE, MD.	STUART MOTOR CO. 807 and M Sts., N.E. WASHINGTON, D. C.	WARFIELD MOTOR CO. 8022 Sherrin Avenue WASHINGTON, D. C.
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Only Cherner is still in the automobile business.

**FORD TRIVIA**

We’ve all heard about outlaws Bonny and Clyde and John Dillinger’s partiality to stealing Fords for a speedy get-away but here’s another ‘30s era Ford product involved in a crime. The question is: What Medal of Honor recipient’s father was killed while driving a 1939 Ford Motor Company product? What was the make and model of the car? See next month’s *Valve Clatter* for answer.

**RESTORATION ROUNDUP**



Eric Sumner’s ‘41 Pickup has had enough winter and is begging to get inside and be restored.





## 2014 EASTERN NATIONAL MEET

Gettysburg, PA.

National Capital Regional Grp. #36

Early Ford V-8 Club of America

June 23-26, 2014



Home

Welcome

Registration

Host Hotel

Alternate Hotel

Transportation

Itinerary

Tours

Welcome Party

Ice Cream Social

Banquet

Concourse

Seminars & History Room

Contacts

"CELEBRATE AMERICA IN YOUR FORD V-8"



[Make a Hotel Reservation](#)



75th Anniversary of the '39 Ford



## Northern Illinois Regional Group #8 Invites You to Join Your V-8 Friends for V-8ing Joy in Illinois

### The 2014 Central National Meet

August 19 - 22, 2014

*Honoring the 1939 Ford and the Introduction of the Mercury*

- Tour the Abraham Lincoln Presidential Library and Museum
- See Lincoln's Home and Other Historical Sites
- View the Frank Lloyd Wright designed Dana Thomas House
- Driving Tour: Get Your Kicks on Route 66

Swap Meet • Welcome Party • Cruise-In • Ladies Luncheon • Awards Banquet

**Register Today! Forms and More Information at [www.2014cnm.org](http://www.2014cnm.org)**

**Contact Co-Chairs Ken & Carolyn Bounds at 630-858-9474 or [2014cnm@nirgv8.org](mailto:2014cnm@nirgv8.org)**

**Approved 2014 NVRG Budget and Auditor's Report for 2013**

<b>Northern Virginia Regional Early Ford Club</b>		
<b>Budget Summary</b>		
<b>For The Year 2014</b>		
<b>Income</b>		
Membership Dues		
For The Year 2014		250
For The Year 2015		1,700
For The Year 2016		60
For The Year 2020		15
<b>Total Membership Dues</b>		<b>2,025</b>
50/50 Share		300
Calendar Sales		1,650
Tech Tips Book		760
Fairfax Car Show		1,900
Picnics		200
Tour Income		50
Holiday Party		1,875
Accessory & Clothing Sales		600
<b>Total Income</b>		<b>9,360</b>
<b>Expenses</b>		
		0
Tech Tips		370
Fairfax Car Show		1,600
Tour Expenses		350
Picnic		500
Membership Meetings		1,175
Calendar		300
Membership Directory		50
Newsletter		277
Website		61
Holiday Party		2,825
Post Office Box		206
Accessories & Clothing		500
Breakdown Safety Booklet		500
Sunshine Fund		300
Miscellaneous		250
<b>Total Expenses</b>		<b>9,264</b>
<b>Income/(Loss) For the Period</b>		<b>96</b>

The Board of Directors  
Northern Virginia Regional Group - Early Ford V8 Club of America

I have audited the statement of operations for the period of January 1, 2013 to December 31, 2013 of the Northern Virginia Regional Group, Early Ford V8 Club of America.

I conducted the audit in accordance with generally accepted auditing standards. Those standards require that I perform the audit to obtain reasonable assurance about whether that Statement of Operations is free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the Statement of Operations. An audit also includes assessing the accounting principles used and significant estimates made by Management, as well as evaluating the overall financial presentation. I believe that this audit provides a reasonable basis for my opinion.

In my opinion, the Statement of Operations referred to above presents fairly, in all material respects, the operation of the Northern Virginia Regional Group, Early Ford V8 Club of America as of December 31, 2013.



David M. Blum

**13<sup>th</sup> Annual NVRG Poker Run  
&  
Scavenger Hunt**

**Saturday, May 3, 2014**

**9:30 a.m. – First V-8 departs from Fair  
Oaks Mall**

**Here's your chance to Dig 'em out, Dust 'em  
off, Blow 'em out & Shake 'em down!**

- ✚ Travel some of the area's beautiful scenic roads to view the spring blossoms!
- ✚ Lunch at a great local restaurant!
- ✚ Great prizes - \$\$\$ gift cards for both scavenger hunt and best poker hands!

Reservations/questions:

- ✚ Keith Randall ([klr8217@aol.com](mailto:klr8217@aol.com) or 703-913-5655)
- ✚ John Sweet (703-430-5770 or [speedbird201@gmail.com](mailto:speedbird201@gmail.com) )
- ✚ Gay Harrington ([hahsuj@gmail.com](mailto:hahsuj@gmail.com) or 703-888-0180)
- ✚ Jim LaBaugh ([jlabaugh@verizon.net](mailto:jlabaugh@verizon.net) or 703-573-9285)



**Northern Virginia Regional Group Car Show  
City Hall on Armstrong Street  
Historic Old Town Fairfax, Virginia**

**May 17, 2014**

**10am - 3pm**

**Co-Sponsored by the City of Fairfax and the  
Downtown Fairfax Coalition  
Open to All Pre-1988 Vehicles**



2013 Best of Show - Craig Coulombe's – 1955 Packard



**For Sale** – Dearborn Blue 1934 Roadster



I'm offering *Valve Clatter* readers a first chance to buy my Roadster. Complete frame off restoration, with full documentation including receipts and photos. The car has multiple Dearborn awards and is an AACA National Junior and Senior first prize winner. Rebuilt 1934 stock flathead with 6,800 miles. Original Grayhound and interior woodgraining by Benny Estes. It will appear in the *V-8 Times* and *Hemmings* in the near future and if not sold it will go to auction. If interested, call for details. **Bill Simons** 703-536-3648. 30/14



**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. All original metal, 34,050 original miles, 1,375 since restoration. Mandarin Maroon, whitewalls, all wheel rings, radio and heater, skirts, headers, duals. Always a

trophy winner. \$49,000. **Jerry Bowie** 540-687-6610, 540-295-0644 07/13 or [Coachnuts@earthlink.net](mailto:Coachnuts@earthlink.net)



**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. Needs body work and paint but no large dents or structural problems. Much mechanical work already completed. 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



**For Sale** – '52 Mercury engine, complete. If you're looking for a 4" crank here it is! \$600. **Ray Lambert**. 703-491-4471 (H) or 703-595-9834 (C) 03/14



**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** – Anybody got a decent '35 Ford horn they want to sell? I have a decent can - the guts are beyond rebuilding. – **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



# NVRG Calendar



<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> Bill Simons
27	<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.
25	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ <a href="#">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>AACA Sugarloaf Mountain 44<sup>th</sup> Annual Swap Meet</b> – <a href="#">Carroll County Agricultural Center</a> , Westminster, MD. Meet at Fair Oaks on Saturday, March 29 @ 7:00 a.m. to car pool up to Westminster – Don't miss this annual Rite of Spring. Contact Robert Clubb at 301-829-2000 or <a href="mailto:smraaca@aol.com">smraaca@aol.com</a> if you have questions.
<u>April</u>	
8	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Water Pumps, Radiators and Other Cool Stuff. This is a Show and Tell event – bring your goodies and share your experience with us. <b>Refreshments:</b> Keith Randall
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>
<u>May</u>	
3	<b>Annual NVRG Poker Run</b> – Kick off the touring season by joining us on the Poker Run – mark your calendars for the start of the touring season – See page 11 for more info.
10	<b>Shenandoah Region Apple Blossom Car Meet</b> – Winchester, VA. <b>Info:</b> Duane Catlett 540-869-6668
13	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> TBD. <b>Refreshments:</b> TBD
17	<b>NVRG/City of Fairfax Car Show</b> – open to all vehicles 25 years and older. To volunteer to help contact Dave Westrate <a href="mailto:dlwbaw@aol.com">dlwbaw@aol.com</a> or (703) 620-9597. See page 11 for more info.
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.
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## Down the Road



- ✚ June 2014 – Father's Day Car Show – Sully Plantation
- ✚ June 2014 – [Eastern National Meet](#), Gettysburg, PA
- ✚ August 2014 – [Central National Meet](#), Springfield, IL
- ✚ September – Drive-In Movie Night, Stevens City, VA



**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
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Programs – Team Lead	<b>Joe Freund</b>	703-281-6282	Historian	<b>Don Lombard</b>	703-690-7971
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

**March Program: Lincoln – Death and Rebirth of a Classic**

Mark your calendar! The March Meeting is on Tuesday, March 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