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Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
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September 2016

Ken Burns - Editor

2016 Eastern National Meet

Gettysburg Redux – the NVRG Returns in Force

By Ken Burns – photos by numerous contributors



A partial line-up of NVRG members V-8s at Gettysburg; L to R: Jeff Horracks ('36 Phaeton), Keith Randall ('38 Deluxe Fordor), Cliff Green ('40 Deluxe Woodie), Bill Simons ('49 Convertible), Frank Miller ('49 Convertible), Ken Burns ('41 Super Deluxe Woodie), Ken Burns ('41 Super Deluxe Woodie – driven by Jim LaBaugh), Leo Cummings ('50 Mercury Monterey), David Blum ('39 Lincoln Zephyr Fordor) and Dave Westrate ('39 Standard Woodie).

That's quite an impressive line of NVRG members cars up at Gettysburg considering that the following members cars are missing from the photo: Bill Selley's '47 Coupe, Bill Fox's '34 Fordor, Norm Heathcote's '34 5 Window, Jason Javaras' '48 Coupe, Pete Sander's '40 Convertible and Harry Foor's '38 Ford Hearse. The picture was taken shortly after a short torrential downpour just after show cars were released from the field. And this doesn't even touch on the NVRG folks who attended the meet without bringing their vehicles. Some stayed for the entire meet and some made it a day trip or an overnight but they came just the same.

Why did I call this Gettysburg Redux? Because the National Capital Regional Group did yeoman's duty when they stepped into the breach and volunteered to host a national meet just two years after they had hosted the 2014 Meet. No other regional group had come forward to host the 2016 Meet so the NCR stepped up volunteered. My hat's off to them for all their hard work compressed into a short time-span to ensure there was a 2016 Eastern National Meet – BTW; the National Club has had to step in and host the 2016 Western National Meet in October since no regional group had volunteered to be the host.

I didn't make it to Gettysburg two years ago but managed to finish my black '41 Woodie in time (just barely) to take up there to help celebrate the 75th anniversary of 1941 Ford vehicles. So here's my story and I'm sticking to it. I've attended several meets but have never been one of the "usual suspects" at meets in the past. What I really enjoy is our early V-8s and the camaraderie of folks in our NVRG so I've kind of concentrated my efforts there. But as I mentioned I looked forward to heading up to Gettysburg since this was the 75th Anniversary celebration of my 1941 Woodies. As I neared completion of my black '41 Woodie I recruited Jim LaBaugh to drive the green one. We had a couple familiarization drives and I declared him safe for solo. I mentioned that I just barely finished the black Woodie before the Meet. I had driven it to our Fairfax show in June and to the Silver Diner Cruise-In in August before heading off to Gettysburg. This wasn't quite as scary (or stupid) as it sounds because I'd put a couple thousand miles on the engine/transmission combo while it

Up Front with the President



September 2016

Though August was hot and muggy, our club enjoyed an event-filled and diverse month that included a cruise-in, Eastern National Meet, club breakfast, membership meeting, and our annual club picnic.

The Silver Diner Cruise-In continued the good hearted rivalry between the Model A owners' spokesperson, **Clem Clement**, and our Ford Flathead members' spokesperson, **Jim McDaniel**. Whether the criteria to “win” was determined by the number of cars in attendance or who had the most cylinders, remains under vigorous debate. Regardless, the joint turnout was successful as guests of the Silver Diner were treated to an array of early Fords and those bringing cars enjoyed a free Classic Shake.

I attended my first Eastern National Meet in Gettysburg, PA, hosted by the National Capital Regional Group. One of our members, **Norm Heathcote**, was a chief organizer. Great job, Norm! We all know how much hard work and time it takes to organize and pull off a meet. The meet was well attended by NVRG members. **Bill Simons** and **Cliff Green** assisted in overseeing the vehicle safety inspection checkpoint and as chief judge, respectively. Additionally, we thank Norm for his guidance and knowledge shared with the NVRG as we embark on planning and hosting the 2017 Eastern National Meet in Chantilly, VA.

Thanks to all the members who shared their Eastern National Meet experiences during our membership meeting. Also, thank you **John Sweet** and **Dave Henderson** for providing snacks and refreshments.

The annual picnic hosted by **Nick and Kathy Arrington** at their home in Manassas, VA, was a huge success! Sixty-four members, spouses and guests attended the BBQ. Approximately twenty of our members' early Fords were driven and on display during the picnic. After enjoying the wonderful lunch and homemade dishes and desserts provided by members, we were treated to a tour of Nick's garages. Suffice it to say that Nick has amassed a fine collection of vehicles and other automotive memorabilia. Thanks again, Nick and Kathy for hosting the picnic! I want to also thank **Mark Luposello**, **John Ryan**, **Dave Westrate**, **Ken Burns**, and **Keith Randall** for helping me setup the food and clean up after the picnic.

Hank Dubois, **Art Zimmerli** and **Cliff Green** have organized tours for September and October. The September 17-18 tour will include a night at the Wayside Inn, Middletown, VA; a classic car show; and Family Drive-In movie featuring “American Graffiti.” The October 16-17 Memorial Fall Tour will include accommodations at the Graves Mountain Lodge to enjoy the Apple Festival located in Syria, VA.

Our club membership continues to grow and is now at a record 154 members. **Gay Harrington** has worked diligently and completed a draft membership handbook. We expect the printing and binding of the handbook to be completed shortly. The distribution of the new handbooks to members should occur in early October.

Please take note that the **early registration form for the 2017 Eastern National Meet** is available in the *Valve Clatter* (see page 20). **The early registration fee expires on October 31.** Now is a GREAT time to take advantage of the discount.

Joe

2016 NVRG Officers & Terms	2016 Directors & Terms	Committee Members
President – Joe Freund (2016-17)	Membership – Gay Harrington (2016-17)	Fairfax Show – Dave Westrate
Vice President – Bill Simons (2016-17)	Programs Lead – Dave Gunnarson (2015-16)	Programs Member – John Sweet
Secretary – John Ryan (2015-16)	Webmaster – Cliff Green (2016-17)	Tours Chair – Hank Dubois
Treasurer – Wayne Chadderton (2015-16)	Valve Clatter – Ken Burns (2016-17)	Tour Member – Art Zimmerli
	Sunshine – Keith Randall (2015-16)	Property & Refreshment – Mark Luposello
	Past President – Jim McDaniel (2016-17)	

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was in the green Woodie for several years and knew it was a strong runner. But “just in case” I brought along a good supply of extra parts and tools. I also made plans to caravan up with Cliff Green and Bill Selley so I wasn’t completely winging it. On Monday morning our group met at Fair Oaks and headed up to Gettysburg with me in the lead.



The caravan is ready to roll.

It was an uneventful trip over Route 50 to Rte 15 and then up through Point of Rocks and on to Gettysburg. The miles passed with no strange sounds or vibrations and no parts littered the road behind me so I began to loosen up and enjoy the drive through the scenic country side.

After arriving at the hotel and checking in, the four of us headed over for our Operational Check and then piled in Cliff’s Woodie and headed off to pick up some sandwiches. With the vittles in hand we returned to the OpCheck and ate lunch while checking cars. Since we’re hosting the Eastern National Meet next year our OpCheck crew made sure that every car owner having a car checked was handed a 2017 ENM promotional brochure and Early Registration form.



Lunch at the OpCheck tent: Maury Roesch (foreground) and L to R: Hank Dubois, Ken Burns, Jim LaBaugh, Clem Clement, Frank Miller (partially hidden) and Bill Simons.

After finishing lunch Jim and I headed back to the Meet registration room. As the successor host we were provided a table in the Meet registration room to publicize our up coming Meet. Jim McDaniel created an information brochure and Early Registration form, Cliff Green had a large hanging banner featuring Billy Fox’s stunning Meet logo made and

Dave Gunnarson had raffle info and tickets printed. We were set to go. Lots of folks stopped by and took a turn at table promoting our Meet. I gotta tell ya that in the 90° weather it was a whole lot more comfortable inside at the table than outside at the OpCheck tent. All told, during the Meet we probably had at least half a dozen folks complete and submit their registrations (read \$\$\$) for next year’s meet.



Dave Westrate, Ken Burns and Jim LaBaugh at the booth.

As an aside, we’ll also have a table at Dennis Carpenter’s space at Hershey to promote our Meet. See Bill’s note on page 17 on how to volunteer to work at the booth or contact [Bill Simons](#). We’ll also have a sign-up sheet available at the September general membership meeting so you can volunteer there.

During the Meet there were all the usual activities but the thing I enjoyed most was socializing with V-8 friends (old and newly-made). On Monday and Wednesday evenings Wagon Master par excellence Cliff Green rounded up his charges and off we went to dinner at nearby restaurants.



Leo Cummings, Bill Simons, David Blum, Frank Miller, Bill Selley, Keith Randall, Maury Roesch, and Jim LaBaugh enjoying each others company (and some food and adult beverages).

On Tuesday evening there was a Welcome Party, on Wednesday an Ice Cream Social and on Thursday the Awards Banquet – all opportunities to make new

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ENM continued from previous page friends. As you know, many of our NVRG members (including me) were raised in New England. During the Ice Cream Social we ended up sharing a table with a couple of guys from Massachusetts and when they found out what Awards Banquet table we had signed up for they opted to join us.



Lining up for the Welcome Party: Dave Westrate, Ken Burns, Keith Randall (kneeling), Bill Simons, Cliff Green, John Ryan, Gay Harrington, and Jim LaBaugh.

Well, we all know the Meet is really organized around our cars and this Meet wasn't any different. I met Al Reeves. You probably read his story and saw his '41 Woodie on the back cover of the most recent *V-8 Times*. There was NRC member Bob Hanson with his Rouge '40 Woodie that he has owned almost from the day it rolled off the assembly line – it was previously owned by the Boy Scout troop his son belonged to.



That's the original roof material on the roof of Bob's '40 Woodie – almost as rare as original tops on Roadsters, Cabriolets and Phaetons.

No Meet would be complete without a Swap Meet and this one was no exception.



Jim Crawford and Mike Prater were set up and open for business. Mike had a complete 46-48 Columbia (including controls) for sale.

The Meet is also a great place to run across NVRG members we seldom see.



NVRG members Yvonne and John French from Annapolis surround NVRG Charter Member Mike Gall who now lives in Johnstown, PA.



NVRG members Mel and Barbara Herwald from McDowell, VA, were vending but we caught up with them as they wandered about the show field on Wednesday.

The Concourse was held on Wednesday and Jim and I had had both Woodies ready long before the judging teams arrived. I say "teams" because Woodies are judged slightly differently than passenger cars – there's a team to judge to chassis, engine, dashboard and other portions of the car that are basically similar to the passenger cars and then there's a team to judge the Woodie specific portions of the car. The supplementary judging sheets for this were developed a couple of years ago by a NVRG team headed up by Bill Simons. I'd had the green Woodie judged at the 2007 Meet and won a 1st Dearborn with it then but this was the first time the black Woodie would be judged.



Waiting for the judges. The '50 Woodie on the right won its 1st Dearborn at Gettysburg. It had been resurrected from a hulk that was rusted/rotted almost up to the "Custom" emblem on the front fender.

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Through some sort of mix up the judges thought my green Woodie had already won a Dearborn Medallion and was due to receive only a "walk around." In fact it needed to be point judged so after the cars were released from the show field I ended up having the car judged under the side portico during the torrential downpour.



Still toweeling off the rain as the judges arrive. The other cars seeking shelter from the rain in this gaggle are Bill Simons' '49 Convertible, Cliff Green's '40 Woodie, my black Woodie and David Blum's '39 Zephyr Fordor.

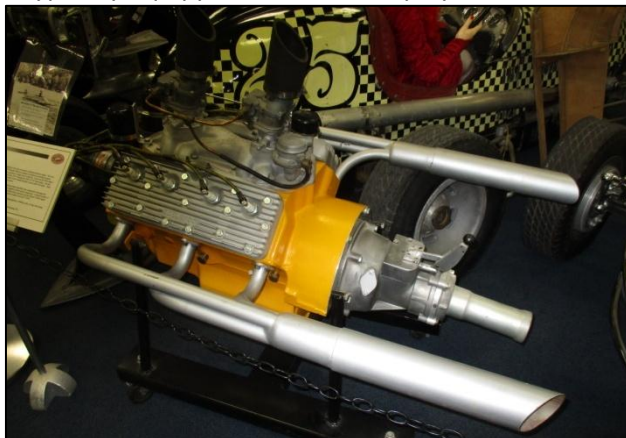
On Thursday Jim LaBaugh and I went on the daily tour to the [Eastern Museum of Motor Racing](#) and then to view a private collect owned by the owner of the Rutters gas stations/convenience stores that are prevalent in southern PA. I've driven by the signs pointing to the museum numerous times going to Hershey every year but had never stopped in. If you get the chance to visit by all means do so. I've got a passing interest in motor racing; even so, I found the museum fascinating. I knew that Model T, Model A, Model B four cylinder engines and V-8 60s were favored by racers back in the day but who would have guessed that 9N Ford tractor engines were also used competitively?



The DeRicci Fergie #33 Midget was built in 1941 (there's that year again) using a modified 119 CID N-9 Ford-Ferguson engine. These engines, when highly modified, were competitive with V-8 60s and Offenhauser-powered midgets in the 30s and 40s.

As mentioned above the V-8 60 was the other Ford engine used extensively in midgets up into the

1960s. The most desirable 60s were the ones with the "tin" sides since they weighed less than the 60s cast similar to the 221 CID engines. The museum has a typically equipped V-8 60 on display.

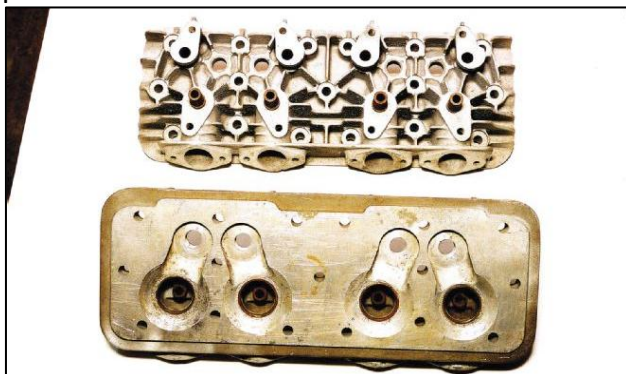


Aluminum racing heads, aluminum intake with dual carbs, a magneto and headers were all very commonly seen on the V-8 60s.

For car owners with really deep pockets there were even more extreme modifications including Arden conversions. What I didn't know was that there was also a "Smith Jiggler" conversion which had the intake valve located in its tradition position in the block but an overhead configuration for the exhaust valve designed so that each cylinder had its own exhaust port in the head rather than the block.



I was intrigued by the description of the "Smith Jiggler" so found these pictures in the internet.



This shot makes it much easier to see how the "Jiggler" was designed.

If there was one piece of speed equipment that

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caught my eye it had to be the Burns twin intake manifold for Ford four cylinder engines. I knew that there was a Burns flathead multi-carb manifold in Ken Gross' collection but hadn't even thought that there might have been one made for the four cylinders.

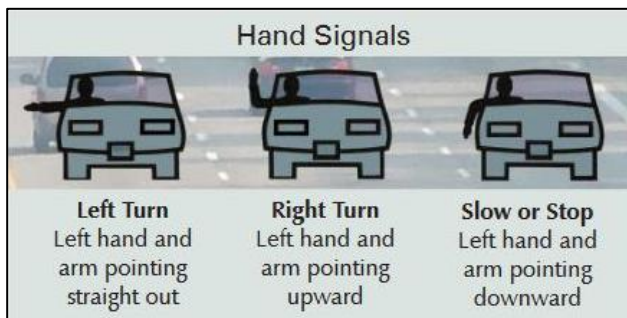


From the museum we headed off through the scenic country side. I'll let Jim LaBaugh pick up the tale from here.

Driving a Woodie to the ENM

By Jim LaBaugh

The sound of horns blaring and appearance of hand gestures are commonplace occurrences while driving in the D.C. metropolitan area. Such sounds and gestures can be a very positive thing, however, when driving an early Ford V-8! While driving Ken Burns' green '41 Station Wagon to and from the Gettysburg Eastern National Meet, it was a pleasant surprise to have people sound their horns or flash their lights in appreciation of the car. Some people may not have known the meaning of the hand gestures I gave to indicate I was turning, but at least they were not offended, but perhaps perplexed. Do they teach hand turn signals anymore in driving class?



Actually, hand signals are in the *Virginia Driver's Manual*.

It was also nice to have other NVRG members provide advice on how to shift into second before shifting into either first or reverse to avoid having

the '41 sound like a Ford sausage grinder. I missed the recent meeting featuring transmissions, so appreciated the lesson. Even so, a few times the sound of a rookie Early Ford V-8 driver missing the shift point was obvious to nearby V-8ers, and brought smiles to many faces, an outcome I had not intended. During my trip up to Gettysburg and back I learned much about driving without power steering, power brakes, and the need to remember to flip the switch to "ON" rather than just press the starter button.

One of the many highlights of the meet for me was the driving tour to the Eastern Museum of Motor Racing, and then to a private collection of cars and milk delivery wagons and trucks that were part of the former local Rutter dairy operation. A fond memory of early childhood was riding in my Grandfather's 1941 Divco truck after he returned from his early morning deliveries.



Of course it's a 1941 – seems like it's a popular year right now.

Seeing a Divco model similar to the one he drove in the collection and completely restored brought back that fond memory.



Jim and a 1956 Divco at the Rutter museum. Not much had changed in the intervening years.

On the road we saw many Rutter gas stations, a
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sign that as the demand for home milk delivery waned, Rutter switched to something everybody needs, but is a commodity people drive to in order to acquire rather than have delivered at home.

Part of the tour adventure involved my navigating from the wrong map and set of instructions, which should have been obvious when we passed Frank Miller and Bill Simmons traveling in the opposite direction on the way to the same place. Yet with a bit of luck, despite my missing the fact pages 1 and 2 were stuck together, we traveled over some very back of beyond roads to arrive at the Museum anyway. And along the way I got to hear Ken Burns tell a wonderful story about how he met racing legend Phil Hill when Ken was stationed in San Diego in the early '70s. The Packard Phil was showing at a meet was one that was a familiar sight in Ken's neighborhood during his teenage years. It was then owned by an eccentric gentleman who was a well-know Packard enthusiast. Somehow it seemed fitting that a journey to a museum focused on motor racing included a story about one of racing's legends and a chance encounter between an NVRG member and motor sport and classic car legend.

Got to Start Them Young

By Jack Cummings

Here's a picture taken at the Eastern Meet. It's a picture of my brother's '50 Merc with a little guy who very much loves it, as well as all the others cars that were there. His name Ethan Stein, my grandson.



Ethan at the wheel.

I hope to keep him interested in the cars, he talked much on our trip home (to Johnstown, PA,

Ed.) about all the cars we saw, some were interesting, most very interesting, especially the '51, '52 F-1s. We are in the process of bringing one back to life after 35 years in a barn. Originally built by my deceased brother, now to be brought back to what he built back in the 70's.

My First Rouge Award

By Keith Randall

After attending a half-dozen Early Ford V-8 national meets and helping to judge concourse vehicles I decided that the 1938 Fordor Deluxe in my garage deserved to be shown but, the car is not a restored vehicle. However, this vehicle is in outstanding original condition with a complete history that dates to the original owner's purchase in April, 1938. What to do?

I thought the Rouge category was the answer. According to club rules, "All unrestored, original as manufactured vehicles which meet criteria set forth in the judging rules for the Rouge Division and are certified on the Concourse at a National Meet will be awarded the Rouge Award for the preservation of original features." Well, last winter I removed the engine and transmission and rebuilt them. I chose to do this due to excessive oil consumption and the fact that no one would follow me on club tours!

At first, I believed that rebuilding these components would eliminate the car from being shown on the concourse. However, after delving deeper into the club rules I discovered that in the Rouge Division: "Vehicles will be considered for certification in one or more of three areas: Interior, Exterior and/or Running Gear (which includes the engine)." Well, my '38's interior is definitely original and the car's paint is 90% original. I entered the car in the Concourse Rouge Division and I was pleased that it earned its first Rouge Award.



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So remember, if you too have an unrestored early Ford V-8 that has had some work done to keep it on the road, you may have the option to show it on the concourse in the Rouge Division.

A Club Is a Beautiful Thing

By Dave Westrate

Something wonderful happened at the Eastern National Meet at Gettysburg that says it all about what a club is for. Awhile ago Keith Randall purchased an all original 1938 Ford Fordor which he has been giving the once over for safety and reliability. He has been trying to pull the rear wheels to check the condition of the rear brakes. The old reliable KR Wilson puller could not get it done in spite of repeated and aggressive attempts by Keith on both sides of the car.



The trusty old KR Wilson ABV-156 hub puller didn't work.

Earlier this year Keith was on a national tour in upstate New York where he met Club members Pat McFarlane and Mark Moriarty, both veteran V-8ers. Pat and Mark described a hub puller that Pat had made that was much bigger and stronger than the KR Wilson. Pat agreed to bring the "persuader" to the Gettysburg meet to see if they could help Keith. Pat actually modified the tool the night before he left for Gettysburg so it would fit a '38 hub as he had made it to fit earlier years and the hubs are a bit different.



The '32 Brain trust at the Meet included Pat McFarland (second from left) and Mark Moriarty (second from right).

The first night of the meet, Keith, Pat, and Mark went to work on the '38 with a very interested group of onlookers. Old technology met new technology as cell phone flashlights illuminated the procedure and everyone was wondering if it would work because of everything Keith had tried before. You can see from the photographs what a large and unique tool this is.



Pat and Mark hooked it up and started cranking on those big nuts. Nothing, nothing, nothing and then a BIG BANG as the hub yielded to the force of the mega tool. Now could it get the driver's side as well? The driver's side seemed even more difficult but it too broke loose after who knows how many years it has been frozen in place!



Keith was a happy camper! He met with Pat the next day to take these pictures in the daylight. You cannot say enough about the V-8 Club and how the members support each other. Pat and Mark represent the best there is.

Another Club Member in Need of Help

By Ken Burns

At Gettysburg I met Joe Serritella, a fellow '41 owner and a member of the Northern Illinois Regional Group. Joe had planned on driving his '41

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Coupe to Gettysburg but a few weeks before the Meet misfortune found Joe. Here's his story as reported in the NIRG's *Road Chatter*.

"Saturday morning Joe fired up his 1941 Coupe and headed out to participate in a car show at a church in Melrose Park. Just a block from his destination, Joe was t-boned by a young driver with two kids who had run a stop sign. Fortunately, no one was hurt, but the car was significantly damaged. Joe had intended to have the car judged at the Eastern National Meet in Gettysburg, but will instead be working with a restoration shop."



If anyone out there knows of an three piece early '41 left front fender please contact Joe at 630-567-1775 or joe@vintagevoltage.com

A Great Big Thank You!

By Bill Simons

Many thanks for all those who volunteered to assist in manning both the Operational Check and the our 2017 Eastern National Meet promotional table.

Operational Check volunteers included Bill Selley, Keith Randall, Cliff Green, Dave Westrate, Hank Dubois, Maurie Roesch, Steve Groves, and David Blum.

The 2017 table volunteers included Dave Westrate, Jim Labaugh, Ken Burns, Keith Randall and Joe Freund.

Many thanks to all!

Bill

ENM Tour to the Toy Train Museum

By Clem Clement

Monday, August 8th, Sandy and I traveled to Gettysburg, PA, to check on the Eastern National Meet. The flea market seemed well attended by vendors. I chatted with several. We enjoyed looking at the V-8's that were gathered. I found a sign that said "wash rack", but no one was about to wash my

modern... Sandy checked on the Chinese auctions and the handbag auction. I chatted with several Clubbers. Then we were off to Strasburg, stopping at T Burkes for dinner. We stayed in the Clarion which has Train club rates. Of course we had to go into the center of Strasburg for some mighty fine ice cream and chat with the tourists and the locals.

Tuesday we went to the National Toy Train Museum nearby and worked as docents for the V-8 bus tour to Lancaster. The tour included a nice stay with the Museum and on then to the Railroad Museum of Pennsylvania and the Strasburg Railroad. We were very honored to be the docents for the V-8er's visit. I guided them into the facility and talked with all as they enjoyed the hundreds of trains on display and the many operating layouts. I fielded lots of good questions. I seemed to make the most points talking about the similarity of our hobbies wherein we both worry about paint colors, quality of reproduction parts, the graying of the hobbies and where to find original trains/car parts. Many were surprised to learn that Hershey is a good source for old trains.

At the appointed time I guided them back to their bus and with a cheery goodbye sent them on their way. BTW I wore a train shirt with a V-8 name badge showing I was involved in both hobbies. I'm a strong believer in cross hobby events.

Here's a portion of an email that Clem got from one of the attendees at the ENM who was on the train museums tour (Ed.) "Clem, We did enjoy the National Toy Train Museum. What was a big surprise when you came on the bus and introduced yourself and right away I was excited to finally meet you in person. I have enjoyed our conversations over the years on Fordbarn and to put a face with the name was fantastic. You have a wonderful museum, very well organized and put together. The presentation was excellent. I also enjoyed the "extra" tour that you gave us. I appreciate that.

When I got home I told my wife all about it and we agreed that we will return when the kids are a little older and take them through the museum. I have enjoyed playing with my father's Lionel train set from his youth and I know my kids will too. I am a railfan myself having been able to partake on a few steam excursions. I rode on the UP [3985 Challenger](#) from St. Louis Union Station to Kansas City, Mo. The St. Louis Museum of Transportation [Frisco #1522](#) and also the Norfolk and Western J class 611.

Thank you again Clem for taking the time to give

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 us the tour. Next time I will have the kids along to
 enjoy the museum and the Strasburg Railroad.”
 /s/ Seth Swoboda

We Had a Great Turnout by the NVRG

By Cliff Green

Folks Who Were Able to Bring a V-8

- Bill Selley – '47 Coupe
- Cliff Green – '40 Deluxe Woodie
- Ken Burns – two '41 Super Deluxe Woodies
- Bill Simons – '49 Convertible
- David Blum – '39 Zephyr Fordor
- Dave Westrate – '39 Standard Woodie
- Jason Javaras – '48 Coupe
- Keith Randall – '38 Deluxe Fordor
- Harry Foor – '38 Ford Hearse
- Bill Fox – '34 Fordor
- Norm Heathcote – '34 5 Window Coupe
- Leo Cummings – '50 Mercury Monterey

Folks Who Were Not Able to Bring a V-8

John French, Steve Zimmerli, Gay Harrington, Mark
 Luposello, John French, Art Zimmerli, Clem Clement,
 Hank Dubois, John Ryan, Jim La Baugh, Nick Arring-
 ton, Mike Gall, Steve Groves, Joe Freund, Jim
 Crawford, Mike Prater, Mel Herwald, Bill Potter,
 Maury Roesch, Dave Gunnarson, Andy Koerner and
 Matt Koerner

NVRG Award Winners



A few of the NVRG members who won awards: new member Frank Miller, Keith Randall, Jason Javaras, Dave Westrate, Bill Simons, Ken Burns and David Blum

- ✚ Bill Selley – '47 Coupe – Concourse 1st in 1946-1948 Ford Closed
- ✚ Cliff Green – '40 Deluxe Woodie – Dearborn Emeritus in 1932-1940 Station Wagon
- ✚ Ken Burns – '41 Super Deluxe – Dearborn Medallion and '41 Super Deluxe 1st Dearborn Award in 1941-1948 Ford Station Wagon
- ✚ Bill Simons – '49 Convertible – Touring 1st in 1949-1953 Open

- ✚ David Blum – '39 Zephyr Fordor – Touring 1st in 1932-1953 Lincoln
- ✚ Dave Westrate – '39 Standard Woodie – Dearborn Emeritus in 1932-1940 Station Wagon
- ✚ Jason Javaras – '48 Coupe – Dearborn Emeritus in 1946-1948 Closed
- ✚ Keith Randall – '38 Deluxe Fordor – First Rouge: Interior
- ✚ Harry Foor – '38 Ford Hearse – Dearborn Emeritus in 1932-1953 Special Interest
- ✚ Bill Fox – '34 Fordor - Dearborn Emeritus in 1933-1934 Closed
- ✚ Norm Heathcote – '34 5 Window Coupe - Dearborn Emeritus in 1933-1934 Closed
- ✚ Leo Cummings – '50 Mercury Monterey - Dearborn Emeritus in 1949-1953 Mercury Closed

Newly Joined NVRG Award Winners

- ✚ Frank Miller – '49 Convertible –Touring 3rd in 1949-1953 Open
- ✚ Pete Sanders – 1940 Convertible – Dearborn in 1940 Open
- ✚ Jeff Horricks – 1936 Ford Phaeton – Concourse 1st in 1935-1936 Open and 1935 Fordor Touring 1st in 1935-1936 Closed

WELCOME TO THE NVRG

William "Bill" McLin and Mac McKeon

1842 Burley Road
 Annapolis, MD 21409
wmmclin@aol.com

1940 Ford Deluxe Business Coupe



Frank Miller III

Auburn, MA
fordsnharleys@yahoo.com
 1949 Ford Convertible

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Pete Sanders

McLean, VA

petesanders1100@gmail.com

1936 Ford Phaeton and 1940 Ford Convertible

Jeff Horrocks

Rockville, MD

horrocksj@comcast.net

1935 Ford Fordor and 1936 Ford Phaeton



Milford Sprecher & Shuyan Liu

Takoma Park, MD

milford.sprecher@gmail.com

1939 Ford Deluxe Fordor and 1945 Ford Pick Up



Al Luposello

Naples, FL

1937 Phaeton, 1938 Ford Standard Coupe, 1951 Station Wagon, and 1940 Lincoln Zephyr Cabriolet



E-IN MOVIE



GREETINGS FROM ELYSE'S WINE CORNER

September 2016 Politician's Preferences

By Elyse Kudo



Do you ever wonder which wines are selected for the numerous events that occur at the Department of State, The White House or Blair House? Well, first of all any wine that's chosen must come from the USA. Each entity has a buyer who looks for expressions that marry with the cuisine or speak to a unique facet that's appropriate for the visitor and/or event. A case in point would be the Women of Courage Event where Cambria enjoyed the spotlight due to the Seeds of Empowerment initiative honoring leading women that's supported by grants from the winery proprietor. In August, Lee Hsien Loong the Prime Minister of Singapore came to DC to commemorate the 50th anniversary of the diplomatic relations between the USA and Singapore. I had the great fortune to be invited to the event which was hosted by Vice President Joe Biden & Dr. Jill Biden and Secretary of State John Kerry. Henry Kissinger was also there to join in the festivities.



I owe my invite to Executive Chef & Event Manager Jason Larkin who has a fantastic palate and after tasting through a myriad of wines selected the 2011 Hartford Far Coast Chardonnay and the 2011 Hartford Russian River Pinot Noir. These selections paired beautifully with Top Chef Kevin Sbraga's cuisine. Kevin was the guest chef for the event and had won Top Chef in 2010 when it was filmed in Singapore. He has several great restaurants in the Philadelphia area. The Chardonnay went beautifully with the Maine lobster, Jersey corn and tomato salad and coconut curry dressing. The Pinot Noir's

silky fruit and salinity joined forces with the duck rendering that had rice grits and summer vegetables. I did notice a few more toasts that usual at the event which I'd like to think was spurred by the sumptuous wine. 😊

There are a nice selection of Hartford Chardonnay, Pinot Noir and Zinfandel available in our area. Winemaker Jeff Stewart crafts 23 different varietal & flavor profiles and they are all truly divine. Arrowwine, Calvert Woodley, Bassins MacArthur Beverages, Pearsons, etc. represent the wines.

Cheers,
Elyse

Questions? Email me – Elyse.kudo@ifwmail.com

CELEBRATING 75 YEARS OF THE 1941 FORDS

And Now the Rest of the Story or...

How I Ended up with Two 1941 Woodies – Part II

By Ken Burns

When we last heard from our hero he was off on a quest to find a '41 Ford Convertible to complement the '41 Woodie and keep the peace between his kids, Kathy and Chris. In the midst of the quest he was at the car show that used to be held at the Mount Airy Fire Company Carnival Grounds and met National Capital Regional Group member Bob Brown who said he had a '41 Woodie he had recently bought and was restoring.



This is what the barn fresh Woodie looked like when Bob brought it home.



That's an original 1940/1 sealed beam headlight in the left fender.

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Most of you have heard me say time again that there are many “flavors” of ‘41 Fords. The green Woodie is an early car and Bob’s Woodie turned out to be a very late car. The wood body is # 18,633 out of 19,756 Fords/Mercurys built and was assembled in August 1941, the last month that 1941 Woodie bodies were produced at Iron Mountain. Bob continued working on the Woodie but eventually was forced to put it up for sale due to back problems. I went to look at Bob’s Woodie project. It had less than 70,000 miles and had been unmolested until Bob started the restoration process. More importantly, all the rare, hard to find and expensive ‘41 Woodie exclusive parts were there. I was very impressed with the care he used in disassembling and bagging and tagging everything. If you’re buying a basket case you want to avoid one where all the fasteners are tossed into a couple of coffee cans. Since the quest for a ‘41 Convertible hadn’t produced results I went with Plan B and bought the Woodie project from Bob. The late SL Ross loaned me his pickup and car trailer and on the Friday after Thanksgiving I headed up to Bob’s to retrieve the Woodie. Along to help were my son Chris and Dave Westrate in his pickup.



The hulk is strapped down and we’re ready to roll.



In addition to this load in the back of SL’s pickup, Dave Westrate’s was full and there was still the entire front clip and hood to go.

The work continued slowly over the years. Although it’s not readily apparent in the photo of us loading the hulk, the cowl, the floor pan and the rear deck came in three pieces.



The floor original floor pan and rockers were rusted beyond repair so Bob bought this rust-free floor pan from a vendor in the mid-west.



The original rear deck was usable but needed quite a bit of work. A new tool compartment had to be fabricated and the area where the wood meets the inner fender panels was rusted and needed to be replaced.

Fortunately, Bob had made a number of “fixtures” to help align and reassembly the three metal body pieces. The Woodie went into storage for a couple of years while I paid for college tuitions, a wedding and then built my workshop.



When I bought the car I knew that I’d be replacing the entire wood body; the existing wood was either rotted or was riddled with Powder Post Beetle holes.

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This is what Powder Post Beetle damage looks like. Beneath the surface is extensive unseen damage.

After some research and soul searching I decided I'd buy a complete wood body kit from Cincinnati Woodworks. The late Charlie Morrison was going to trailer Bill Tindall's '48 Tudor out to the Dayton, OH, area and I was able to go out with Charlie and once Bill's car was delivered we dropped down to Cincinnati and picked up the body kit.



Charlie directs as the work party looks on: Bill Selley; Mike Mote; Ken Burns; the Gunnarson family consisting of Dave, Peter Jacob, a cousin and Sarah; John Sweet; Charlie; Unknown; Eric Sumner and Hank Dubois.

My plan was to assemble the entire car – all the wood and sheet metal and then blow it apart for body work, paint and varnish. Along the way I'd discover what fasteners and parts were missing. Fitting the wood to the floor assembly proved to be a real challenge. In hindsight I should have ordered all the wood as individual pieces instead of buying complete assemblies: roof, tailgate, doors, quarter panels, etc. That way I would have more options for trimming and fitting everything myself.



Mocking up the right side wood – Powder Post Beetle damage completely destroyed the bottom of the original front door.



Trial fitting the roof with Cliff Green, Ken Burns and Bill Simons. Not seen in picture is Dave Westrate.



With the roof eventually fitted the next big step was getting the doors hung...



and finally everything else.

Once I was satisfied with the fit and operability of all doors and latches it was time to disassemble the wood body for varnish. I chose spar varnish – the same stuff ol' Henry used when the car was originally built – none of that new fangled, plastic looking polyurethane for me. I applied six coats to everything and hand sanded between each coat. I sprayed

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the roof assembly but brushed the 6 coats onto everything else. The first couple of coats were thinned 50% and then 20% to ensure I got good penetration of the bare wood. The remaining varnish went on uncut.



These are the trim pieces for the windows hanging in my basement.

Once all the varnishing was complete and everything safely stored in my basement I turned my attention to the body work. I stripped all the paint from the fenders and hood using 3M Scotch-Brite™ Roloc™ [Body Man's Bristle Discs](#). Very messy but it gave me a chance to see exactly how much work I'd need to have done. I already knew the right front fender had been replaced (no stainless trim or holes for it). I also found the hood had been replaced because under the Lock Haven Green paint was some '41 Cayuga Blue.



Ready for metal stripping and de-rusting.

My original intent was to paint the car Mayfair Maroon but as I thought about it I realized that there were oodles of maroon Woodies out there but few black ones. Besides I wanted this Woodie to be different from my other one so I went with a hot air heater, "rustless steel wheel covers," and black wall tires as well. I'd done the body work and paint on my green Woodie in my one car garage but I knew I didn't have the skills to do the body work or paint a black car. In addition Helen, was concerned about paint VOCs entering the house from my attached shop. With the sheet metal reassembled I delivered the Woodie to the body shop. Quite some time and \$\$\$ later the Woodie was headed back home.



The Woodie was surface towed to the body shop. Lots of flash rust had accumulated by the time it was delivered.

I'd decided I wanted to reassemble the car myself for many reasons so I retrieved all the finished and painted sheet metal and stored it in the basement and then had the body delivered.



Back from the body shop on a roll-back for reassembly.

While the car was in the body shop I'd been busy working on lots of other things. The big thing was recovering the seats using a LaBaron-Bonney kit. The dash had been wood-grained and I had all various bits and pieces rechromed. I rebuilt the blower motor for the hot air heater and did a thousand and one other things. With the Woodie back in my shop I

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began to think of it as a real car rather than an assortment of odd parts, particularly after the roof fabric was installed.



The roof work party: Keith Randall, Ken Burns, Wayne Chadderton (in rear door), Clem Clement and Cliff Green. Hidden behind the Woodie: Dave Westrate, Bill Selley and Jim LaBaugh.

Now the pace was beginning to pick up. My goal was to have the car completed in time to take it to the Eastern National Meet in Gettysburg this past August. The engine and transmission were back in the car. The windshield was installed (another work party), the cowl vent, hot air heater and everything else behind the dash went in followed by the front door windlace and dashboard. Lower door seals and trim strips and original waffle weave floor insulation was cut and installed. The seats went in. The doors and windows were installed. Along the way I discovered what many of you have discovered before. Everything (sheet metal or wood assemblies) fit perfectly before being disassembled for paint and/or varnish. Somehow the gremlins sneak into your storage area and change the dimensions of the parts so they no longer fit exactly once you try to reinstall them. Lots of tweaking here and there to get things the way I wanted them.



Finally ready for the front doors. That's the hood wrapped up in pads sitting on the roof.

Since I'd installed a hot air heater I had to have

a custom crossover pipe made. I'd known for years that the tailpipe on '41 Woodies was different (of course they are) from the passenger cars and also different from those used on '42-48 Woodies. I'd previously bought one that was purported to be an authentic '41 Woodie tailpipe but I wanted to be sure so I researched the issue online at The Henry Ford and found the original engineering drawings for the '41 Woodie tailpipe. Turns out I'd bought the right pipe so I had two duplicates made and kept the original "just in case." Next I tackled the fenders, hood and running boards; the rear ones first and then the front. Most of the stainless fender trim was in excellent shape but the hood center strip and the rear fender spears needed some work. Nice hood center strips can be found but the rear fender strips are virtually nonexistent. They fit only late '41 Woodies, period. I've only seen one rear fender spear for sale in the past 25 years. I enlisted Theton Ogle to restore the pieces for me and he did a beautiful job and was able to work within my deadlines. If you need top notch metal fabrication or repair he's the go-to guy in my book.



Headlights, running boards, side grilles and the hood still to go.

Finally the hood was installed with the help of Cliff Green and Keith Randall. A few more minor things here and there and the Woodie made its debut at our Fairfax show. I made it but just barely. The rear fender trim was still being worked on by Theton and when I took the Woodie down off the jack stands about 5:30 PM the day before our show.



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After our show I tackle all the high priority items on my tick list and for a shake down drive I took it over to the Silver Diner's August show. Back in the shop for a few more last minute adjustments and off to Gettysburg I went.

As I mentioned in the Gettysburg report the Woodie ran well up, touring and back and won its first Dearborn Award. But probably the best thing to happen at the ENM was seeing Bob Brown again and showing him the Woodie. Between the two of us we'd rescued a wonderful piece of American automotive history. He also mentioned that he knew of another '41 Woodie near him that needed to be rescued.

In this piece I mentioned only a few of the many folks who helped me over the years. There were many, many more who helped in innumerable ways and I thank each and everyone for your assistance and support. I had a number of work parties for some things and had a great turnout for all of them. I needed some help but I also wanted to provide an opportunity for others to share their knowledge in a hands on environment, for others to learn new skills or just kibitz and for everyone to enjoy what Dave Westrate means when he says "A Club Is a Beautiful Things.

Helen and I only have two kids and now both of them have a Dearborn Woodie in their future but maybe I should just go take a look at the Woodie Bob mentioned....

IT'S HERSHEY TIME AGAIN!!!

2017 Eastern National Meet at Hershey

By Bill Simons

Going to Hershey???

We need some volunteers to promote our 2017 meet at Dennis Carpenter's tent in the Chocolate field.

If you can spare a couple of hours on Wednesday, Thursday or Friday send me an email at bsimons@rustinsurance.com and tell me when you could help out. No special skills needed. Just a happy disposition while selling a few raffle tickets and handing out pre-registration forms and a promotional brochure.

Hershey Fine Dining

By Cliff Green – Wagon Master

Can you believe it is Hershey time in five short weeks!!! **I NEED YOU TO INFORM ME OF ATTEND-**

ANCE FOR THE FOLLOWING EVENTS SO RESERVATION CAN BE MADE ASAP

The plan will be the same as last year:

✚ Tuesday night gathering at Fuddruckers – just show up at 6:30. Then the traditional stop at Friendly's for ice cream.

✚ Wednesday night at 6:30 at the [Hotel Penn and Sports Bar](#) - RESERVATIONS REQUIRED

✚ Thursday night 6:30 at [Dukes Bar & Grille](#) – RESERVATIONS REQUIRED

✚ Every day at noon we meet at the Hershey Park cafeteria for lunch.

ATTENTION CAMPERS Need a head count for the Flathead Grill featuring chef Dave Gunnarson for Thurs & Friday morning. (Motel wimps are invited)

5th Annual Hershey Wives' Luncheon

Helen Burns is again organizing the annual Hershey Wives Luncheon at [Brion's Grille](#) while we're at Hershey. She'd like to know what day works best for everyone:

- Wednesday, Oct 5
- Thursday, Oct 6
- Friday, Oct 7

Please let Helen know what day works best for you by Thursday, September 14th. She'll go with the day that works best for the largest number of folks. She'll let folks know the chosen date by email and in the October *Valve Clatter*. She'll also let you know when reservations will close – probably very shortly after the October *Valve Clatter* is published.

As in the past you'll meet at noon and stay as long as you want.

Please share with Model A wives and others as you see fit.

NVRG BOARD OF DIRECTORS ELECTION

The NVRG Nominating Committee is seeking **volunteers** to stand for election to the Board of Directors. No previous experience is required. You are not running for a specific office but for a seat on the Board of Directors. Once the Board of Directors is elected the Board will then elect Officers and select Committee Chairs and Members from within the Board (indirect elections). You will not be asked to assume any position you're not qualified for or interested in. If it's your first time on the Board you can fill a committee member position until you feel comfortable assuming more responsibilities. Interested in running? Contact Bill Simons at bsimons@rustinsurance.com

Annual NVRG Drive-In Movie Tour

September 17th and 18th

Family Drive-In – Stephens City

- ✦ Saturday, September 17 - Depart from Fair Oaks Mall at 1:00 pm. Check into the Wayside Inn, Middletown, VA around 3:00 pm. The historic and charming Wayside Inn is the oldest continuously operated inn in America and dates from 1797. We have 12 delightful rooms set aside for us ranging in price from \$100 to \$140 (before our 20% discount) which includes a full cooked breakfast. The rooms set aside for us are: 3, 5, 6, 7, 11, 12, 16, 17, 18, 20, 21, and 22. Check out the rooms at <https://alongthewayside.com> and call 1-540-869-1797 to reserve yours.
- ✦ Rooms are set aside under "Henry Dubois/Early Ford V8 Club" and will be held until September 10th.
- ✦ 5:00 pm dinner at the Roma Restaurant in Stephens City, VA then on to the Family Drive-In for their 7th Annual Classic Car Show and Movie night. The car show is from 3-7 pm and we'll have a chance to check out the cars that are staying for the classic '60's movie "American Graffiti" which will be shown at dusk.



- ✦ Sunday, September 18 - After a leisurely breakfast, we'll spend a little time exploring the grounds and gardens and enjoying the ambience of the Wayside Inn before departing for our scenic return trip via Routes 340/522 and 55. Along the way, we'll plan on stopping at one of the picturesque wineries (TBD) along Route 55 for wine tasting and snacks before completing our drive back to the hustle and bustle of Fairfax.
- ✦ Contact Hank Dubois for more information or if you have any questions - handcdubois@verizon.net or 703-476-6919 (H).

NVRG Memorial Fall Tour

October 16th and 17th

Save the date!



- ✚ We'll be going back to Graves Mountain Lodge on October 16 (Sunday) to catch the last day of their Apple Festival. We went in 2013 and had a wonderful time.
- ✚ We have blocked 15 rooms and the price with Lunch, Dinner and Breakfast is \$108.21 per person. When making the reservation tell them you'll be arriving for the Sunday noon meal.
- ✚ The lodge is located in Syria , VA an easy drive 75 mile drive from Fair Oaks Mall.
- ✚ The tour departs Fair Oaks Mall on Sunday, October 16th at 9:00 AM for a leisurely drive through the Virginia country side.
- ✚ Departing the Lodge on Monday we'll take scenic roads to visit [Cibola Farms](#) in Culpeper for a guided tour of their facility and their herd of 200+ bison.
- ✚ After touring Cibola Farm we'll stop at the [Black Bear Bistro & Brick Oven](#) in Warrenton for lunch in a private room before heading home.



Contact [Cliff Green](#) for more information



Early Ford V-8 Club of America 2017 Eastern National Meet

Chantilly, Virginia
June 7 -11, 2017

EARLY REGISTRATION FORM

REGISTRATION No.

Do NOT Fill In

You Must be a National Member to Register

National EFV-8 Club Membership No: _____

Last Name: _____ First Name: _____

First Name for Tag: _____

Name for Spouse/Friend Tag: _____

Names of Others in Party: _____

Street Address: _____

City: _____ State: _____ Zip Code: _____

Home Phone: _____ E-mail address: _____

Cell Phone: _____ Regional Group Number: _____

**Early Registration ends October 31, 2016
Registration Closes May 31, 2017**

NO REFUNDS AFTER MAY 19, 2017

Item	Number	Each	Total
Early Registration Fee: (member/spouse + 1 Vehicle)			= \$ 75.00
Additional Vehicle:	_____ X	\$30.00	= \$ _____
Trailer Parking: (to offset security cost)	_____ X	\$20.00	= \$ _____
Car Corral/Swap Meet Space: per 15'x20' space	_____ X	\$20.00	= \$ _____
		Total	\$ _____

Mail registration form with payment to:

2017 ENM
c/o Cornerstone Registration, Ltd.
P.O. Box 1715
Maple Grove, MN 55311-6715

Check Date: _____

Check Number: _____

Make checks payable to "Northern Virginia Regional Group" or simply "NVRG"

Northern Virginia Regional Group Automart



Vehicles For Sale

1939 FORD Deluxe Convertible: Folkstone Grey, Total Restoration, Lebaron-Bonney Interior & Top, V8 Dearborn, AACA Junior, Senior, Grand Nationals, Ford National Award 2007, \$67,500, **John Krupinsky**, (410)833-8269, LAKJAK@comcast.net (07/15)



1936 Ford Deluxe Pickup Truck – Restored to near perfect condition. \$33,950. **Dennis Murphy**, 703-264-1477 (05/16)



1948 Mercury 4-door Sedan. Rebuilt flathead V-8, frame; brakes, radiator, heater, radio, gas tank redone, bumpers re-chromed. Body needs refinished. \$7,500.00 Nego. Extra parts and trim available. **Harry Foor** – Western Maryland, 301-689-9184, hwfoor@verizon.net (01/15)

Parts and Miscellaneous For Sale

Misc Lincoln Parts. Ford script Metalbestos 24 stud head gaskets, \$25/pr.; '41 Continental horns, nice, \$150. May fit other years too; Pair of bumper tips and 2 guards for front, re-plateable, all \$25; '48 Merc owners manual, \$12; Vintage PYRO plastic '48 Lincoln Continental model kit, NIB, \$8. **Dave Henderson**, 703-938-8954 (9/16)



Garage Storage Space: 26' x 11' storage space with a 12' ceiling, accessed through 10' x 10' door. Will accommodate 2 small cars such as Model T's or similar, a large car, truck, RV, trailer or boat. Located on occupied residential property on dead end street in the Fairfax City area. All occupants have only collector cars there. **Dave Henderson**, 703-938-8954 (9/16)



Four 1952 F-1 hubcaps. Fair condition, stainless good, minor dents, rust inside. Believe they are also correct for '48-54 pickups. \$25 for all four. **Pair of 1949-51 three-rib fender skirts.** Very good condition. Freshly painted gloss black and on my '51 until mid-1990s. \$100 for set. **1949-50 chrome fog light**



set. Reproduction. Never installed or used. New condition, no blemishes. Includes set of clear and amber 6-V sealed beam fog lights, wiring, switch and bracket, and instructions. \$125. **"Universal" Turn Signal & Hazard Warning Switch.** Chrome, heavy duty, 7-wire harness, 2 green pilot lights for turn, 1 red pilot light for hazard. In-line fuse and installation instructions. Bought for my '52 F-1. NIB, never installed. \$20. Photos upon request. **Jim McDaniel**, 174shark4@gmail.com (C) 202-409-4459 (8/16)



49-53 Ford & Mercury Engine Parts: Nearly all parts available: Heads, manifolds, crankshafts, rods, camshafts & valve parts, oil pans & oil filter housings, front covers, water pumps, bellhousings, ignition, etc. No Mercury crankshafts or oil pans. Dirt cheap! **John Ryan**, 301-469-7328, john@ryanweb.com (07/16)



8BA Radiator: Used original Ford radiator marked 8BA, will fit 49 -53, but is concours correct for 49 – 50 and some early 51 Fords. No major issues apparent but probably should be tested by a radiator shop. \$50, gladly refunded if shop test reveals a terminal illness. **John Ryan**, 301-469-7328, john@ryanweb.com (07/16)



32 – 39 Ford Transmission. All new (NOS Ford) internal parts (gears, shafts, bearings, etc.) and clutch release parts (shaft, fork and arm). Late 36 style gearset (all helical gears, 16 spline mainshaft for sliding gear) in a late pickup case (1946 top loader). With 35-38 clutch release arm (48-7511). No top, but can get one if needed. Will sell complete gearset without the case (i.e. if you want to install these gears in your case). Will not sell gears separately. **John Ryan**, john@ryanweb.com 301-469-7328. (6/16)



Red's Flathead Engine Stand. **Steve Groves** – 301-530-7411 before 9:00 pm. (06/16)

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Big Tex Trailer – 18 foot, tandem wheel open trailer, practically brand new. \$3,000. **Dennis Murphy**, 703-264-1477 (05/16)



1953 Ford Parts: 1953 Ford Parts: Hood (no dents) \$150, Rear Bumper \$40, Starter \$50, Two Generators \$40 ea., Misc. SS Body Trim \$15, WSWasher Glass Bottle & Brkt. \$50, R&L OS Door Handles \$20 ea, Two tail lights complete \$25 ea., Front Brake linings (new) \$20, Fan and Brkt. \$30, Two fuel pumps \$15 ea., 2 Frt. Brake Cyl NOS \$15 ea, 4 Shocks (used) F&R: offer, 239 Motor Complete (EAB) \$900, Inside Door & Window Handles \$15 ea. Many small parts. Prices negotiable. **Jim Tallant**, [301-843-0955](tel:301-843-0955). (04/16)



House. All brick one level living. 4 car garage, with panned floor for lift and 11 foot ceiling. 4 bdrm, 3 bath, super kitchen, 1200 ft unfinished storage in walk out lower level. 10 acres with room and sites for additional structures. Really, REALLY private. What is an HOA? I dunno. Do what you want, no neighbors in sight. **Russ Brown** 540 349-0989 dogbanner@gmail.com. (04/16)



Tools - 6 piece hand tool kit with pouch for your exact year/month EV-8, with "B" tip screwdriver, tire iron, jack, jack handle, grease gun, and pump optional with purchase, as available. **Dave Henderson**. jrdshen@verizon.net or 703-938-8954 (02/16)



Transmissions: '49-'50 overdrive, '51 overdrive, '56 H.D. (292"-312"), '75 automatic (Windsor). Engines: '86 T-Bird Ford 5.0L (302"), '74 Mercedes engine and trans, includes all accessories and cats. Misc: '49-up starters and generators, '49-53 water pumps. Much more, just ask. **Steve Groves** – 301-530-7411 before 9:00 pm. (03/15)



Bumper type tow bar, \$50. ½"drive air impact wrench, \$10. ¾"air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, wsb39@cox.net, 703-679-9462 (09/14)



1934 Parts: 40 year collection. 3x21 stud motors; 1 recored 33-34 radiator (never used); many 33-39 transmission gears (some NOS); 1 complete 33-35 transmission ready to use; 34 block motor mounts, door locks and ignition parts; generators; starters;

water pumps; carbs; 34 oil pan; intake and exhaust manifolds; steel cylinder heads; NOS cams; new valves; crankshaft pulleys; 34 steering gear rebuild kit with new shaft and bearings; 34 and 40 brake drums and backing plates; 34 and 40 spindles; distributor parts; many small rubber and metal parts; 34 Ford bolt collection for rebuilding a car.

Don Hill 1308 Bragg Road, Fredericksburg, VA 22407 – 540-847-3363 (updated 06/16)

Wanted

DC 1932 license plate. Any condition. Looking for a "wall hanger" to complete a mine project for my wall. **Jim Rodda**. jrodda1932@gmail.com (8/16)



For 1940 Ford – split core 1940 Ford radiator – **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 (12/14)



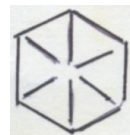
'39 Deluxe coupe. Some modifications but it must have a stock or 59A engine, floor shift and torque tube rear end preferably with a Columbia. Also the suspension must also be stock, the interior original with original woodgraining preferred. Modifications could include alternator, electronic ignition, dual exhausts. 6v is preferred but 12v could be acceptable. Prefer a car local enough so I can comfortably review it. **Mel Herwald** mherwald@mgwnet.com



'40 Ford Oil Bath Air Filter – Thanks in advance. **Nick Arrington** nta1153@verizon.net or 703-966-8422 (01/16)



8BA script head bolts – need eight (8) head bolts pictured below. Must be in excellent shape. **Steve Groves** – 301-530-7411 before 9:00 pm. (03/15)



For 1940 Ford – heater switch for hot water heater. – **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 (12/14)



For 1935 Ford closed car: the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 – Jeberly4@comcast.net (07/14)



Driver quality 35-36 Pickup: Contact Nick Arrington – nta1153@verizon.net or 703-966-8422 (01/15)



NVRG Calendar



September 2016	
5	Lions Club 17 th Annual Labor Day Charity Car Show moves to City of Fairfax from Clifton.
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: Suspension systems – Cliff Green and Dave Gunnarson. Refreshments: Dave Henderson
14	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
17	Drive-In Movie Night – feature film: <i>American Graffiti</i> . See page 18 for details.
27	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
October 2016	
4-8	What else but Hershey? See Cliff Green’s note on page 17
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: Hershey in Review – bring your pix and stories to share. Refreshments: Steve Groves
12	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
16-17	NVRG Fall Memorial Tour to Graves Mountain Lodge See page 19 for more details
25	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
November 2016	
9	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ford Tools – Refreshments: Jim La Baugh
10	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
24	Happy Thanksgiving
29	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
30	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road	
	<ul style="list-style-type: none"> ✚ December 9 – Holiday Gala at P.J. Skidoos ✚ June 7-11 NVRG Hosts the 2017 Eastern Nation Meet

Celebrating 75 Years of 1941 Fords Woodies



FIRST CLASS MAIL

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