

Northern  
Virginia  
Regional  
Group



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

# Valve Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96  
Chartered December 11, 1977

Volume XXXVIII, No. 10

October 2016

Ken Burns - Editor

# 2016 PICNIC PIX

## New Venue and Still A Wonderful Event

By Ken Burns – photos by numerous contributors



Just a few of the many V-8s (and a pair of Model As) that showed up at the picnic.

Our NVRG Annual Picnic occurred too late to be included in last month's *Valve Clatter* but if you missed it you missed one of the highlights of the summer tour season. This year's picnic was hosted by Nick and Kathy Arrington at their beautiful house located smack dab in the middle of the Manassas Battlefield. That's right, the Arrington's spread is surrounded by the Manassas Battlefield. It's very long and interesting story about how the Arrington family came to occupy such a desirable piece of property in the midst of this iconic Civil War battlefield but the story is better told in person by Nick.

The day was a typical mid-summer's day in Northern Virginia (read hot & humid) but that didn't spoil our fun. The usual caravan left Fair Oaks and headed out US 29 but many folks arrived separately from all directions, from as far away as Winchester, Strasburg, Leesburg and Cabin John. All told we had over 60 people gather to enjoy each others fellowship, the food and our Fords, Mercurys and Lincolns.

A big thanks to Nick and Kathy for hosting this wonderful event.

Picnic continued on page 3

## *Up Front with the President*



*September 2016*

This summer went by in a flash. School buses are back on our roads and everyone has returned from vacation. The presidential campaign is in full swing with a little over a month until Election Day. As I write this month's message, what I like to think about is the AACA Eastern Fall Meet, October 5-8 in Hershey, PA. For me it is a happy ritual that I have relived every year since 1993. I hope to see many of you there.

At our September membership meeting, **Cliff Green** and **Dave Gunnarson** made presentations on automobile and truck suspension systems. Everyone was elevated by their remarks. Thanks to **Mark Luposello** and **John Sweet** for providing snacks and refreshments.

This month **Hank Dubois** planned and led the September 17-18 tour which included a night at the Wayside Inn, Middletown, VA (we enjoyed a great home cooked breakfast); a classic car show; and Family Drive-In movie featuring "American Graffiti" and "Sully." The weather both days was dry and sunny. The trip was a milestone, my first long drive including an overnight tour. See my short piece in this newsletter (*page 7. Ed.*). Thanks again, Hank!

**Gay Harrington** completed the monumental project of updating our new membership directory that is available for pick-up at one of our meetings, tours, AACA Eastern Fall Meet in Hershey, PA or it will be mailed to those of you who do not live in the area. Gay worked diligently with all of you to obtain current contact information, the cars that you own and photos. With our membership at over 150 you can imagine the many hours it took Gay to pull this off. Thank you, Gay!

Looking ahead **Cliff Green** is leading the Memorial Fall Tour on October 16-17 to Syria, VA where we will attend their Apple Festival and stay for a night at Graves Mountain Lodge. Make your reservation at the lodge and let Cliff know you will be attending. See page 13 for more details.

At our October membership meeting **Bill Simons** will present a report from the nominating committee and accept nominations from the floor for positions on the Board of Directors. Please consider joining the Board.

**Finally, the early registration form for the 2017 Eastern National Meet is available in the Valve Clatter** (*page 16. Ed.*) **Please register now to take advantage of the early registration fee expiring October 31.**

Best Regards,

*Joe*

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

Cliff Green Pictures



Jim McDaniel – '51 Cruiser; Wayne Chadderton – '53 Convertible; Cliff Green – '40 Woodie, Frankie Martin – '51 Tudor; Unknown – '52 Fordor.



Another group chowing down.



Keith Randall, Bill Selley, Dick Schafer and Frankie Martin with Dick's '37 Tudor.



Dick Schafer, Dave Gunnarson, Hank Dubois, Keith Randall, Theton Ogle, our host Nick Arrington, John Ryan and Hammond Dywer.



Hitting the chow line – delicious BBQ provided by Willard's in Chantilly.



Nick Arrington (back to camera) talks about his cars and memorabilia collection with Dave Westrate, John Ryan, Dick Schafer, Dave Gunnarson, Hank Dubois, Keith Randall, Theton Ogle and Hammond Dywer.

More Pictures – Ken Burns



One group of satisfied diners.



Nick's got a great license plate topper on his '40 Convertible.

Picnic continued on next page

Picnic continued from previous page



Nick also had his '35 Roadster, '35 Standard 5 Window and '41 Pickup out in the sunlight. His '41 Woodie was out getting a little first aid for an overheating problem.



Mark Luposello's '32 Highboy came and went under its owner power...



Howard Wiles wasn't so lucky.

### Bad Gas – and Not from BBQ

By Nick Arrington

The '32 with 8BA motor belonging to club member Howard Wiles ended up on my rollback truck at the picnic. After the picnic we diagnosed the problem as water in gas as evidenced by what appeared to be jelly fish in his glass fuel pump bowl. He had a quarter of tank-we cleaned out the bowl and it filled up again with some water in the bowl again appearing. We went up to Advance Auto and got a can of "dri-gas'-added it to tank and waited awhile. The car ran fine and took him back to Oakton. The episode is testament to today's Ethanol fuels showing how they will wick moisture out of the

air. With the tank at a quarter full I'm sure the water is at it's highest point in the tank. I believe Clem has had the same problem in the past with Ethanol based fuel and water accumulating in the fuel tanks. Last Summer I had a 5 gallon fuel can-used for the lawnmower which lasts for several months for the mower. The mower was running crappy. I poured out the 2.5 gallons in the can and found water - about a dixie cup's worth in the bottom of the gas can. No wonder there are so many stabilizer products for gas.

### Thank You

By Jason Javaras

Dee and I really enjoyed the picnic at Nick & Kathy's home. What a great venue for a club like ours to get together. Beautiful home and of course enough automobilia to make Henry himself sigh. The hot and humid August weather was a bit much to bear but all in all it was a 5 star event. Nice to see some folks that we haven't seen in a while.

### And Finally Dessert!



Dave Gunnarson's V-8 Sugar Cookies and Jane Wild's Snickerdoodles are the traditional favorites at our picnic.

A great big "Thanks" to Hank and Cindy Dubois for helping Jane get to the picnic – we're all happy to see her out and about again.

### OUT & ABOUT

### Lion's Club Labor Day Charity Car Show

By Ken Burns



American Legion Post 177's Honor Guard opens the show.

Out continued on next page

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After 17 years in Clifton the Lions Club moved their annual charity car show to the City of Fairfax. Over 300 cars were on display and NVRG members took home four of the Top 20 Trophies voted on by car owners and spectators. Taking home trophies were:

- Ken Burns – 1941 Woodie
- Cliff Green – 1940 Woodie
- Benny Leonard – 1930 Model A Coupe
- Paul Malandrino – 1932 HiBoy Roadster

You can read all about the show in the September 9<sup>th</sup> issue of the [Fairfax County Times](#).

## SEPTEMBER MEETING PROGRAM

### Suspension Systems

By Clem Clement

What those lucky enough to attend the September meeting heard was a masterful presentation on vehicle suspension by resident tech experts Dave Gunnarson and Cliff Green. We are so lucky to have them in our club and that they are so very willing to grind thru the electrons on the many web pages of material to give us a high quality presentation. Three big “yeahs” for them!!!

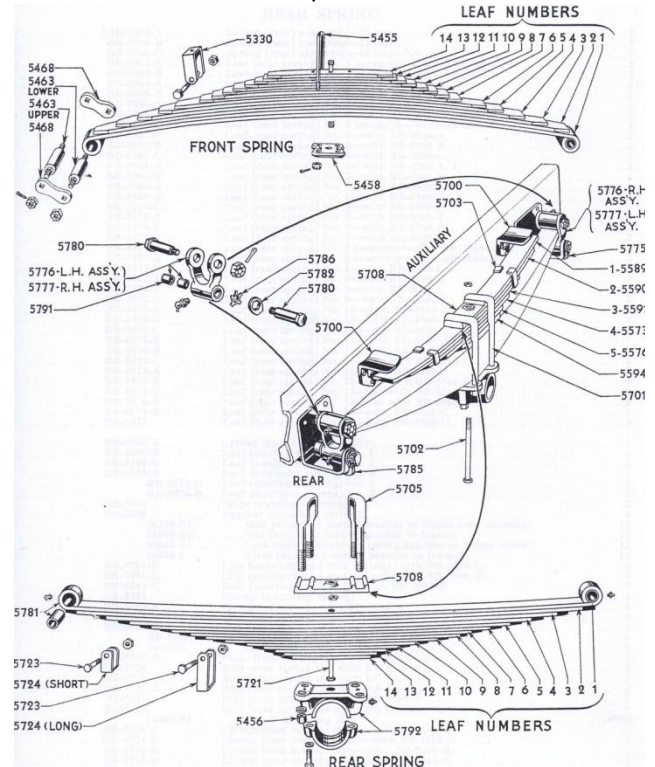
We saw and heard simple stick figure drawings and clear wordage about the principles involved in suspension design, Ford’s reasoning for design decisions like stiffening frames, strong radius rods; what a good suspension is supposed to accomplish. Simply stated the purpose of a suspension system is to connect a vehicle to the road through its wheels and allows relative motion between the two.



Ford demonstrated the ruggedness of its newly designed X-member frame at the 1933 Detroit Exposition of Progress.

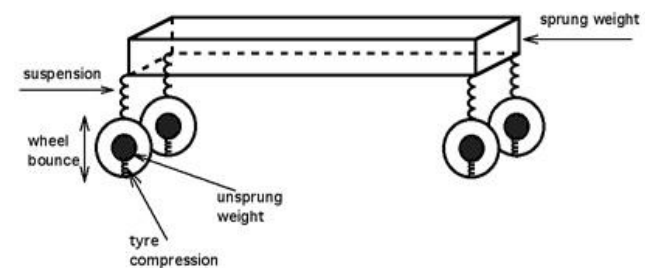
Clearly everyone came away knowing that if your car sags, seems to travel dicey, bounces too much, etc. you need to get it fixed because Ford spent a lot of time and money to design and produce a quality suspension. The talk covered how suspensions improved over the years as cars became

heavier, larger and the engines more powerful. Also that as speeds and better roads called for better traction, road handling and distribution of forces improved. For trucks asked to haul varying weights of material, the springs, frames and suspension were brute-force strong. Thus a empty truck rides like a “truck.” Load it near weight capacity and some motion occurs on the suspension.



A 1935-6 Ford truck (not commercial vehicle) uses a pair of longitudinal rear springs totaling 28 leaves – twice as many as found in a 1940 Woodie rear spring.

We learned about dealing with the weight above the springs and that below the springs.



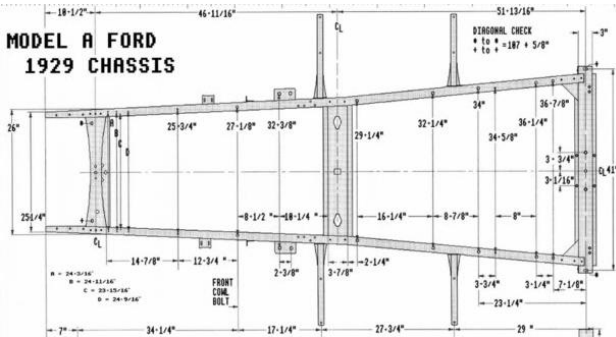
A clear depiction of what constitutes sprung and unsprung weight.

The less weight in the differential, drive shaft and wheels/tires is a good thing (I.E. mag wheels are strong and less weight; '36-39 five wide rims are lighter than '32-35 spoked wheels).

Another function of the suspension is to deliver power plant power to the wheels, the spring mounts, radius rods for strength and steadying of thrust, anti-sway support and tire design are im-

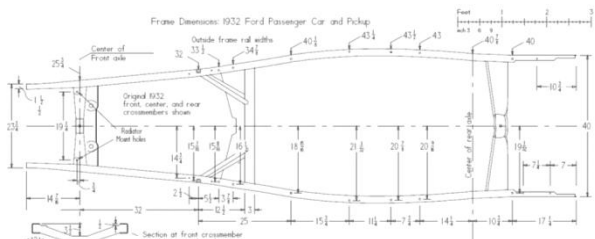
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 portant. In a closed (torque tube) drive shaft system with traverse springs like Ford used from Model T days until 1948, the torque tube and radius rods actually transfer the engine propulsive power to the frame. In an open drive system with longitudinal springs like found in our Shoeboxes the propulsive power is delivered to frame through the springs and rear shackles.

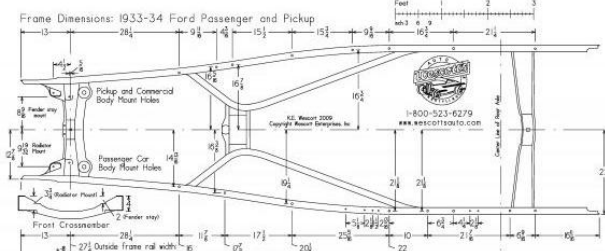


Model As had a traditional ladder frame.

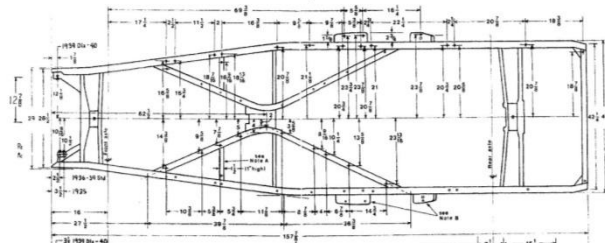
Examples of frame design were shown as Ford continued to improve frame strength as needed: in 1932 a K-member was added to what was essentially a traditional ladder frame.



In 1932 a K-member was added to handle increased power of new V-8.

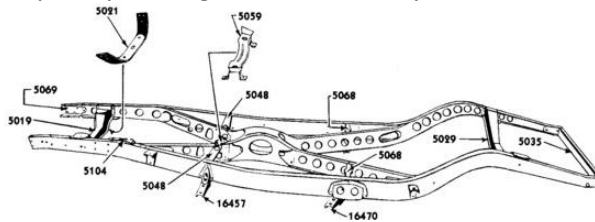


The '33-4 frame increased stiffness even more by adding a X-member.



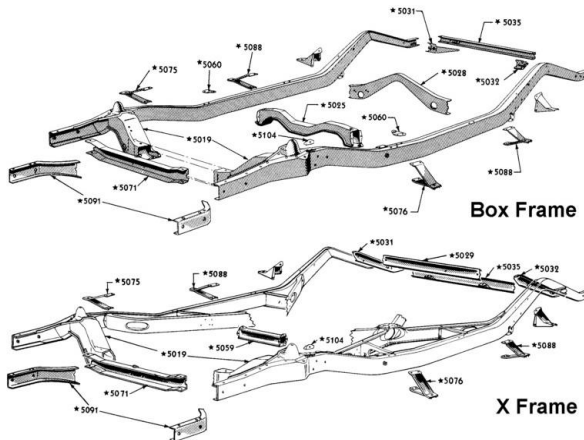
More crossmembers were added to the '35-40 frames for strength.  
 By 1940 more and more manufacturers were using independent front suspensions and longitudinal rear springs but Ford stuck with its tried and true X-member frame, traverse springs and torque tube drive. The latest upgrade occurred in 1941 and with minor modifications continued to serve up until the

completely redesigned 1949 model year.



The 1941 frame was used for only one year before being strengthened again in 1942.

In 1941 the X-member included a massive center section and the flanges were reversed so that where they joined the frame formed a box section rather than a re-enforced "U" channel. Additionally, the front crossmember was re-enforced (11A-5021), the transmission mount (11A-5059) strengthened and additional latitudinal braces (11A-5048 and 11A-5068) were riveted in between the X-member and the side frame rails.

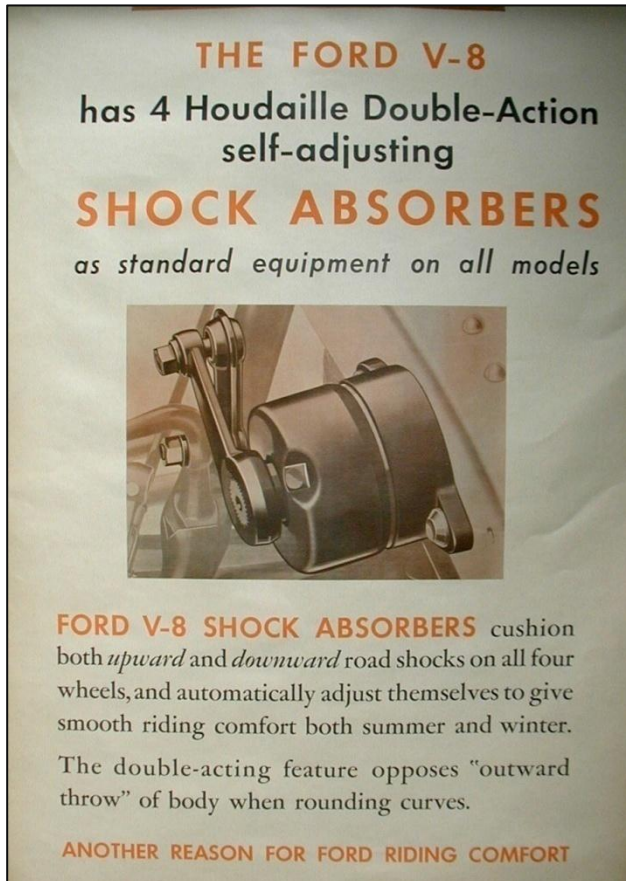


With the 1949 model year Ford introduced an completely new car. The 1949 Fords still had the venerable Flathead but an entirely new suspension/propulsion design: independent A-Frame front suspension, open drive shaft (Hotchkiss differential) and longitudinal rear springs. The IFS meant the loss of the inherent stiffness of the beam axle but certainly improved ride comfort. The open drive shaft also added to ride comfort by reducing unsprung weight. The X Frame above was used in convertibles and Woodies.


Suspension continued on next page

Suspension continued from previous page

The function of the shock absorber was treated and made us clearly understand that good shocks are a key feature of a safe ride. Once again Ford stuck with a tried and true formula; using Houdaille lever action hydraulic shocks until changing to modern tube shocks in 1949.



**THE FORD V-8**  
has 4 Houdaille Double-Action  
self-adjusting  
**SHOCK ABSORBERS**  
*as standard equipment on all models*



**FORD V-8 SHOCK ABSORBERS** cushion both *upward* and *downward* road shocks on all four wheels, and automatically adjust themselves to give smooth riding comfort both summer and winter. The double-acting feature opposes "outward throw" of body when rounding curves.

**ANOTHER REASON FOR FORD RIDING COMFORT**

The technology in Houdaille shocks dates back to WWI artillery pieces.

I personally learned more about tubular/vs. solid axles. They're stronger than a solid axle and weigh less so they decrease unsprung weight which helps improve ride.

The presentation also covered the process used to re-arch/de-arch springs which either raises or lowers ride height depending on whether you're looking for that stock ride height or want the car to be lowered.



A re-arched spring is shown behind one waiting to worked on.



Re-arching a spring.

If this seems an exhaustive review it's really just a 1,000 foot view of items shared with us by Cliff and Dave. If you're the engineering type we did not hear esoteric discourse on things like flex analysis of non-spring metal parts as adding to a quality ride; material wear due to age or use; four wheel drive physics or systems designed to save poor drivers from themselves.

All this was not needed with a wagon and old Dobbins at the helm. If Henry had built a faster horse, we'd have nuthin' to bust our knuckles upon and we'd be a drinkin' club.

There were plenty of good questions and the guys handled them with ease. Thanks again guys for a great job.

## DRIVE-IN MOVIE TOUR

### The President's First NVRG Road Trip

By Joe Freund

After Hank DuBois ran the Poker Run last May, I remember Keith Randall's excitement that he had his '38 Ford back on the road with its newly rebuilt Flathead when he stated that he "logged 138 miles and was smiling all the way!" That really resonated with me and I started thinking, why can't I get my act together and drive my '48 on a club road trip? I knew that the club had many road tours that I had skipped over the years for fear that my car would break down, holding up the rest of the group with their more mechanically fit cars.

Well, I finally took a leap of faith and decided it was time to sign up for my first tour. Ken Burns and Bill Selley helped solve my lingering shock arm situation. I then took several short local drives and found that my car was performing well. Then the day arrived and I met the group for the annual NVRG Drive-in Movie Tour led and planned by Hank and

Drive-In continued on next page

**Drive-In** continued from previous page

Cindy Dubois, arriving one hour early at Fair Oaks Mall for departure.



Joe's '48 Tudor is in the center. On the left are Jim and Char McDaniel's '51 Cruiser, Ken and Helen Burns' '41 Woodie and Gay Harrington's '49 Budster Pickup. On the other side of Joe is Leo and Kathy Cummings' '50 Merc Monterey, Hank and Cindy Dubois' '35 3 Window and Dave and Norma Blum's '39 Lincoln Zephyr Fordor.

The tour route was a pleasant drive and all the cars that participated (Blum, Burns, Dubois, Cummings, Harrington, McDaniel and Randall) made it including mine. The weather on both days was dry and cool helping our cars run cooler than on a typical early autumn day. We logged 157 miles and I can now join Keith and the rest of the group with pride in my car's accomplishment. I look forward to more tours with the group and encourage more club members to join us.



At the Barrel Oak Winery in Delaplane. The Blum's had left the group on Sunday before we left the Wayside Inn but Mike Petty and his Model A had joined us after the picture at Fair Oaks was taken.

### Out in the Country

By Gay Harrington



Before you can get to the country you've got to endure Rte 50 traffic all the way into Loudon County. That's Leo and Kathy up ahead.

Riding along the beautiful byways of Virginia heading out to Stephens City gave me time to remember just how relaxing it is to ride inside the vintage cab of an early Ford V-8 truck with nothing interrupting the joy of the moment. For the past couple of months, our hot summer days in Virginia had not convinced me to pull the old '49 out of the garage for more than a few minutes at a time. To be

able to caravan for hours with others who enjoy early Fords, Lincolns, and Mercurys was really fun. It felt so freeing with the windows, vent windows, and cowl vent open. The fresh country air was better than any air conditioning.



The cowl vent is open as I follow the Burns down a bucolic country byway.



American Graffiti is reflected on the hood of Budster as the Harvest moon rises in the background.

Since I'm still trying to work on the quirky shift-

**Drive-In** continued on next page



**Drive-In** continued from previous page  
 ing the truck sometimes insists on, this road trip provided me another opportunity to try things like coasting down a hill in neutral and successfully getting back into gear without grinding the clutch. Or double clutching from first to second because second can be obstinate at times (big thanks to Keith Randall for driving the truck and showing me how to properly double clutch). But best of all was the time spent with everyone else who decided to venture out for our annual drive-in movie tour.



Helen Burns, Cindy Dubois and Katy Cummings at the Barrel Oak Winery on our way home.

Getting to hear the stories of how they found their car(s), where they've been in life, what they're up to now, sharing experiences, smiles and laughs, food, mobile phone photos—what an enjoyable weekend.



Heading home through Delaplaine.

Thank you, Cindy and Hank DuBois for planning such a good time for us all!

### CELEBRATING 75 YEARS OF THE 1941 FORDS

#### The Hurricane of '44 and Our Little '41 Ford Jump-Seated Coupe

By Clem Clement

In September, 1944, the "[Hurricane of '44](#)" was coming up the Atlantic coast and Mother began to worry. We lived on the little island of Brigantine, NJ, where the highest spot on the island is 12 feet above sea level. I spent the winters of my first and second grade there to get away from the pollen in my

hometown of Woodbury, NJ; near Philadelphia. Daddy stayed home as he worked in Phillie and visited us as he could. With the storm moving he drove to the shore to ride the storm out with us. I was 7 and fearless.

With the radio screaming, Daddy decide to take his '39 Ford to Atlantic City and park it in a storied garage. Most of AC was taken over by the Navy for hospitals and recovery places. All the big hotels were filled with the injured.



Loading the Clement's '38 Fordor on a Ferry crossing Oregon Inlet at Cape Hatteras. (I've done this on a ferry between Portugal and Spain and it's not as much fun as it looks. Ed.)

Daddy came back on the bus as the storm broke. Daddy was very good at convincing folks to do things. The bus driver did not want to cross the Brigantine Inlet bridge. Daddy won the argument and as the bus entered the low area causeway just past the bridge it choked with the depth of the rising seawater. The fire department brought him home. The bridge washed out moments later. Daddy was a hero as for 6 months afterwards as the bus company ran that bus for travelers and school kids as it was the only bus on the island until the bridge was replaced.

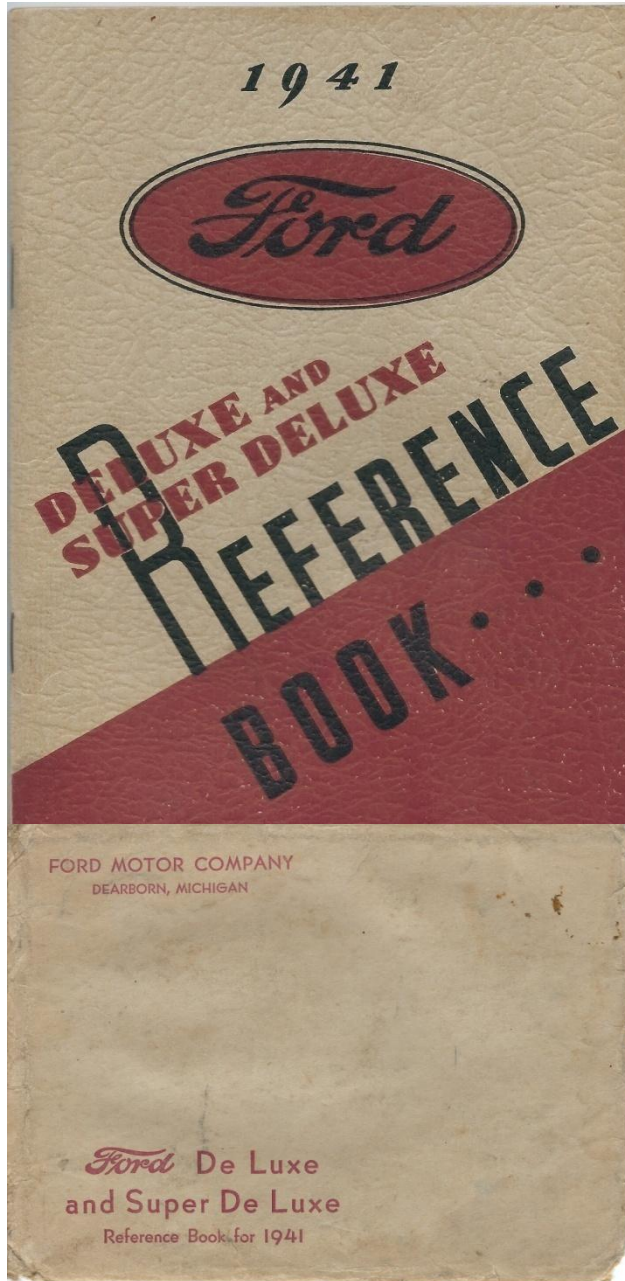
The storm hit us hard. Daddy carried me from our cabin to the main building as things flooded. We rode the storm out in the second floor of the Atlantic Cabin's Office and dining room.

Mother put the '41 in the local garage man's big barn a couple of blocks from the beach. The barn survived. As it was war time, no one threw out used oil. He had several cans sitting around for possible reuse. The barn doors held and the water just rose slowly inside the barn and tipped over the oil cans. The underside of the little robin egg blue coupe was oil soaked. No water got in the car. Afterward the garage man had to cleanout the brakes and wheel

75 Years continued on next page

75 Years continued from previous page bearings. That was all of the damage.

Our '41 coupe (VIN 18-6411656) served us well. The '41 coupe was Mother's first new car bought just for her. I learned to drive on the coupe and it was rust free until I wrecked it in 1958. It had the two little jump seats in the back and a tray that I could keep my toys and junk in to play with while she drove.



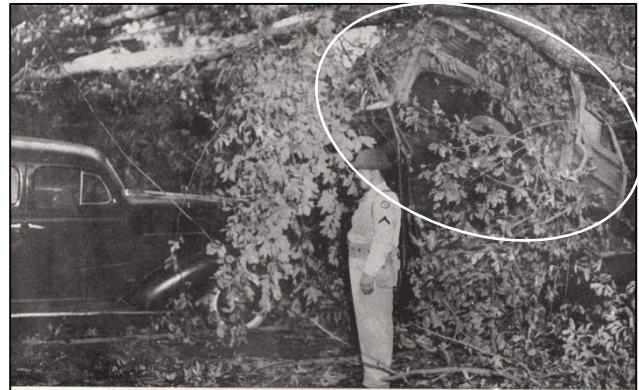
The original owner's manual and the envelope that it came in when Father bought Mother her new 1941 Coupe.

### More on the Hurricane of 1944

By Cliff Green

The photos below were taken in my home town of Fairhaven, MA, after the hurricane of September, 1944. The '41 Woodie sits in front of the town hall

built by Standard Oil executive Henry H. Rogers, one of many structures he gave to the town. The street was lined for blocks with towering elms that were wiped out by the storm.



YOU'LL FIND a beach wagon almost concealed in this fallen tree near Town Hall, Fairhaven.



THE SAME STATION WAGON at Fairhaven after some of the branches had been removed.

The destroyed '41 Woodie begins to emerge from the thicket of branches.

## EMAIL BAG

### My 40Merc Just Emailed Me!

By Clem Clement



Hello Clem,

Just wanted to let you know that I received your note. Thank you for the condolences.

I enjoyed reading the story of your days with the car. My son now has the car in Maryland in his climate controlled garage. It is still being well cared-

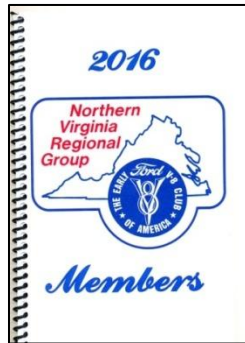
Email Bag continued on next page

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for and is as beautiful as ever!

My home in Dayton is in the process of being sold (just waiting for the inspection) and I will be making the condo in Florida my permanent home while spending a few months in the summer in Maryland with my children.

*Thanks for contacting me,  
Mary Aufderheide*

## NVRG MEMBERSHIP DIRECTORY



Thanks to the outstanding efforts of Gay Harrington the 2016 Membership Handbook just rolled off the presses. The handbook contains a complete (at the time it was finalized) list of members including contact information. It lists member's cars, pictures of the members and pictures of their cars. Also included is a list of member's cars sorted by year, a map showing where our members live and a copy of our NVRG By-Laws.

Bill Simons and crew will have Handbooks at the NVRG's 2017 Eastern National Meet table (Dennis Carpenter's spaces) at Hershey. You can also pick them up at our October and November meetings or at the Holiday Gala. If you're one of our remotely located members we'll include your copy when you order your calendar. If none of this works for you we'll send you your Handbook when we receive your 2017 dues.

## 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](mailto: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 a couple of days!!! **I NEED YOU TO INFORM ME OF ATTENDANCE FOR THE FOLLOWING EVENTS SO RESERVATION CAN BE MADE ASAP**

The plan will be the same as last year:

✚ **Tuesday** night gathering at Fuddrucker's – 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)

### 5<sup>th</sup> Annual Hershey Wives' Luncheon

The 5<sup>th</sup> annual Hershey Wives Luncheon will be held at [Brion's Grille](#) at noon on Friday, October 7<sup>th</sup> while we're at Hershey.

It's not too late to make reservations. Simply email Ken [helenandken@verizon.net](mailto:helenandken@verizon.net) or call at 703-978-5939 before COB on Tuesday, October 4<sup>th</sup>.

### Attention Hershey Goers!

*By Jerry Windle – V-8 Times Editor*

There will be multiple trailers full of NOS and good used parts at the Early Ford V-8 Foundation Spaces (CL 5 through 8) at Hershey. Drop by and buy! It's all for a good cause.

## EARLY FORD V-8 FOUNDATION NEWS

### Innovative Foundation Raiser

*By Ken Burns*

Dave Gunnarson came up with a new way to raise funds for the Early Ford V-8 Foundation. Most of you probably saw his email advertizing an industrial grade steel shelving unit up for auction. He stated that he'd make a matching donation to the museum of the winning bid. On the next page is Dave's letter to Foundation when he sent them his check containing the proceeds and his matching donation.

September 29, 2016

Early Ford V-8 Foundation  
P.O. Box 284  
Auburn, IN 46706

Dear Early Ford V8 Foundation,

Enclosed is a donation check in the amount of \$72 for the General Fund. This donation is made from a private auction fund-raiser event I recently conducted for a six-shelf, 24-inch deep, 7 foot tall adjustable industrial metal shelving unit I no longer needed.

Instead of just selling or donating the shelving unit, I decided to put the shelves up for auction to the members of the Northern Virginia Regional Group of the Early Ford V8 Club of America with the purpose to raise money for the Foundation. I explained to members that the shelving unit would be sold to the highest bidder and that I would match dollar-for-dollar the amount paid for the shelves.

The high bid at the ending time of the "auction" was \$36, so I'm doubling that amount (\$72) and submitting the check with this letter. The winning bid was submitted by Tom Quigley, shown in the photo with the shelving loaded into his pickup truck.

It was a fun way to pass along a nice shelving unit I no longer needed and help raise a bit of money for the Early Ford V8 Foundation.

Keep up the good work at the Foundation.

Sincerely,

David Gunnarson  
10707 Ellie's Court  
Fairfax Station, VA 22039



## NVRG Memorial Fall Tour

October 16<sup>th</sup> and 17<sup>th</sup>



- ✚ 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 16<sup>th</sup> 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

## YOUR 2017 DUES ARE DUE!!!



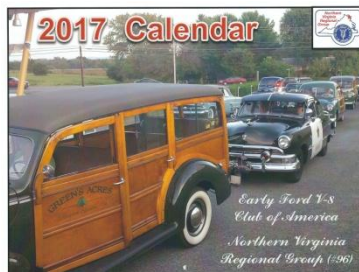
**NVRG 2017 dues are payable by December 31<sup>st</sup>  
A great bargain - still only \$15 per year!**

It's easy to renew:

- ✚ Send a check made out to "NVRG" to Gay Harrington, Membership Chair, 3080 N. Quincy Street, Arlington, VA 22207 or...
- ✚ Pay Cliff Green, Dave Gunnarson or Ken Burns at Hershey or...
- ✚ Pay her at our October or November meetings or...
- ✚ Hand her your check/money at our Holiday Gala.
- ✚ **Reminder – late renewal:** if renewing after December 31<sup>st</sup> please add \$5 for late renewal.

Let Gay know if you need to update your membership roster information, i.e. address, email, phone, cell, etc. Also changes in the cars you own. Remember – you must also be current on your National membership dues.

## 2017 NVRG CALENDARS



2017 NVRG Calendars are now available! This is our 12<sup>th</sup> consecutive calendar and once again we present 12 completely new calendar cars owned by NVRG members. Great for Christmas gifts or for your very own man cave. Calendars will be available for pick-up at Hershey, our October and November monthly meetings or Holiday Gala (if they last that long). See Cliff Green at Hershey, the meetings, Gala or, order a calendar today by email, mail or phone from Cliff:

- ✚ [cliffgreen@cox.net](mailto:cliffgreen@cox.net)
- ✚ 6214 Militia Ct
- ✚ Fairfax Station, VA 22039
- ✚ 703-426-2662

If paying by check make the check payable to "NVRG."

The calendars still cost only \$15 (you pick up) or 1 @ \$17 or 2 @ \$18 (by mail).

Call Cliff for postage fee if you're ordering more than 2 calendars.

*You are cordially invited to attend the*

***2016 NVRG HOLIDAY GALA***

**Friday, December 9, 2016**

at

**P. J. Skidoos**

9908 Fairfax Boulevard., Fairfax, Virginia

Our celebration begins with cocktails at 6 pm (cash bar)

**Menu Selections**

*A fresh green salad with house dressing, bread, dessert, and tea or coffee included with each dinner entrée*

*Filet Mignon with mushroom peppercorn sauce, red potatoes, & green beans - \$31 per person*

*Fresh broiled Salmon, lemon butter or honey Dijon Glaze, red potatoes, & green beans - \$25 per person*

*Grilled lemon chicken breast with rice pilaf & green beans - \$22 per person*

*Dessert: Chocolate Mousse or Sherbet*

**Please mail your check (payable to NVRG) with entrée and dessert choices not later than Friday, November 25<sup>th</sup> to:**

Joe Freund  
650 Springvale Road  
Great Falls, VA 22066

We look forward to seeing you there with wrapped gifts for the traditional gift exchange.

Don't forget items that the spouses will enjoy!



# 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	= \$ _____
		<b>Total</b>	<b>\$ _____</b>

**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](mailto: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](mailto: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)



**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](mailto: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](mailto:john@ryanweb.com) (07/16)



**8BA Radiator:** Used original Ford radiator marked 8BA, will fit 49-53, but is concourse 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](mailto: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](mailto:john@ryanweb.com) 301-469-7328. (6/16)



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



**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

*Automart* continued on next page

*Automart* continued from previous page

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](mailto: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](mailto:jrdshen@verizon.net) or 703-938-8954 (02/16)



**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](mailto: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*

**1934 Ford Aluminum Cylinder Head** – driver's side 40-6050-A, in excellent condition. **Dave Nixon** [dave@nixoninsurance.com](mailto:dave@nixoninsurance.com) or 617-969-3240 (W) (09/16)



**13 Tooth Main Gear Head** that drives the distributor

used only in 1954 and 1955 Y-Block engines. Need just the end of shaft Gear with 13 teeth or the complete distributor. **Leo Cummings** cell: 571-212-7747 (C) or [rpmlhc@aol.com](mailto:rpmlhc@aol.com) (09/16)



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



**For 1940 Ford** – split core 1940 Ford radiator – **Bill Chaney**, [flihi@cabelfirst.net](mailto:flihi@cabelfirst.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](mailto:mherwald@mgwnet.com)



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



**For 1940 Ford** – heater switch for hot water heater. – **Bill Chaney**, [flihi@cabelfirst.net](mailto:flihi@cabelfirst.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](mailto:Jeberly4@comcast.net) (07/14)



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

ford parts and accessories merchandising bulletin

DEALERS DEMANDING NEW FORD ANTI-FREEZE CARLOADS REQUESTED IN ADVANCE ORDERS

Dealer response to the new Ford Anti-freeze has been unusually enthusiastic. Already many carloads have been ordered. More orders are constantly flowing in.

Ford Anti-freeze contains a rust inhibitor, protecting the entire cooling system against corrosion. A soluble oil lessens loss through evaporation. It consists of Isopropyl Alcohol, derived from petroleum, to which has been added a sufficient quantity of pure Methanol to give equal to or better protection than 200 proof anhydrous ethyl alcohol. More concentrated than ordinary anti-freeze, containing no water, it protects the average car at 5 degrees lower temperature than an equal quantity of ordinary denatured alcohol. Quantities can be obtained in 34 gallon drums, five gallon cans, one gallon cans or quart cans. The list price is \$1.00 a gallon or \$25 a quart. Liberal discount to dealers and distributors.

Ford Anti-freeze is going to command a large market this winter. We suggest that you promote this new seller right from the beginning, as so many others are doing. It is a good profit item.



# NVRG Calendar



<u>October 2016</u>	
2	<b>Armed Forces Retirement Home's 58<sup>th</sup> Annual Antique Automobile Assembly.</b> The caravan departs Pan Am Shopping Center at 8:00 sharp. Questions? Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
4-8	<b>What else but Hershey?</b> See page 11 for more info.
11	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program: Hershey in Review</b> – bring your pix and stories to share. <b>Refreshments:</b> Steve Groves
12	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30 AM. <b>Questions?</b> Contact 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> .
16-17	<b>NVRG Fall Memorial Tour to Graves Mountain Lodge</b> See page 13 for more details
25	<b>NVRG Board of Directors Meeting</b> – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
25	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>November 2016</u>	
9	<b>PLEASE NOTE NEW DATE!!!</b> <b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program: Ford Tools</b> – Dave Henderson – <b>Refreshments:</b> Jim La Baugh
9	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30 AM. <b>Questions?</b> Contact 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> .
12	<b>Garage Tour to Black Wolf Automotive Specialties</b> – located in Woodbridge 10:00; followed by lunch 12:30 at <a href="http://Madigan's">Madigan's</a> Waterfront in Occoquan. Questions? Contact Art Zimmerli <a href="mailto:viewtown@cox.net">viewtown@cox.net</a>
24	<b>Happy Thanksgiving</b>
29	<b>NVRG Board of Directors Meeting</b> – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
30	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>December 2016</u>	
9	<b>Holiday Gala</b> at P.J. Skidoo's in Fairfax. Festivities begin at 6:00 PM with a social hour followed by dinner and the traditional gift exchange. Don't forget to bring gift that our spouses will enjoy. <b>Nota bene</b> – this year's Gala is being held on a Friday. See page 15 for more info.
14	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30 AM. <b>Questions?</b> Contact 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> .
27	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
31	<b>Happy New Year Everyone!</b>

## Down the Road



### ***Our Partial 2017 Tentative Calendar***

- ✚ April – NVRG Annual Poker Run
- ✚ May – NVRG/City of Fairfax Antique Car Show
- ✚ June 7-11 NVRG Hosts the 2017 Eastern Nation Meet
- ✚ June 13 – Ice Cream Social
- ✚ August 26 – NVRG Annual Picnic at the Freund's
- ✚ September – NVRG Annual Drive-In Movie Night
- ✚ October – NVRG Annual Fall Tour

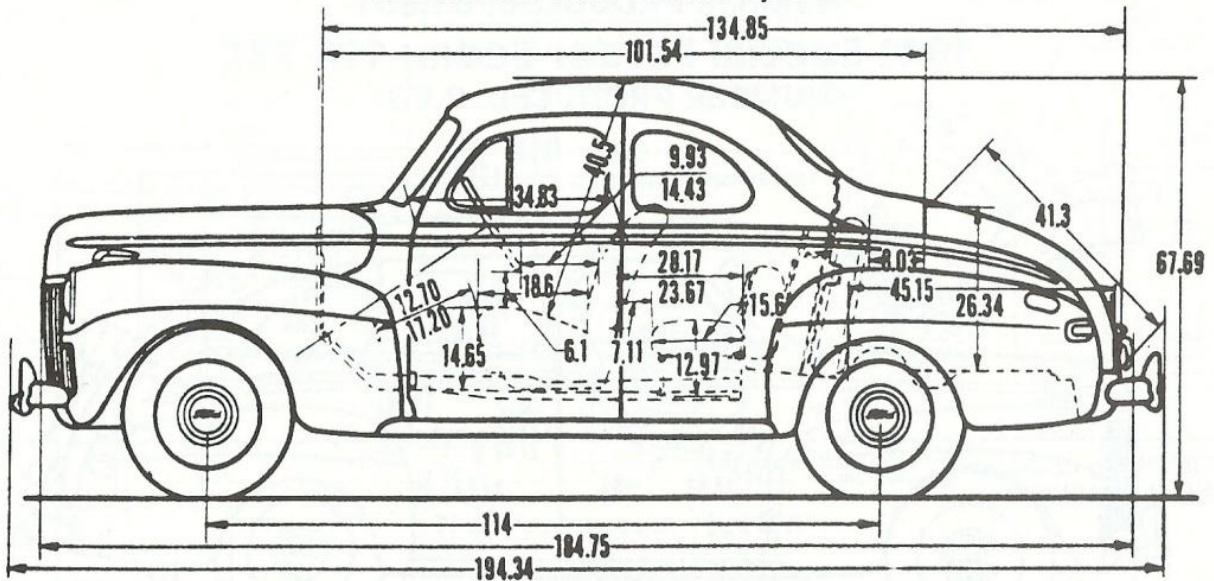
*Celebrating 75 Years of 1941 Ford Jump Seat Coupes*

**1941 Deluxe Coupe w/Jump Seats 11A-67A**

**NUMBER PRODUCED: 2,683**

**1941 Super Deluxe Coupe w/Jump Seats 11A-67B**

**NUMBER PRODUCED: 6,575**



**FIRST CLASS MAIL**

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