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# Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96  
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January 2017

Ken Burns - Editor

# HOLIDAY GALA

By Editor – Pictures by Jim Gray, Dave Gunnarson and Clem Clement



The festivities began with a social hour as we gathered. (L) Sharon Leonard, Sandy Clement and Jane Chadderton get caught up with one another while Kathie Gray, Cliff Green and Helen Burns share a moment. Wonder what Kathie found so amusing!

Well, another great NVRG Holiday Gala has come and gone. Once again we gathered at P. J. Skidoo's in Fairfax to share and enjoy a little holiday cheer and camaraderie with members of our NVRG V-8 family. President Joe Freund and Sara made all the dinner arrangements and Dave and Sarah Gunnarson handled the festive decorations that graced each table and also provided the sound system for background music. Even though we had to hold our gala on a Friday evening this year rather than on a Saturday or Sunday night lots of folks braved the typically horrendous rush hour traffic. If we gave out an award for having the worst traffic to contend with Milford Sprecher would have won it hands down for battling Beltway rush hour traffic all the way from Tacoma Park, MD. Despite the traffic this year's Gala was attended by more people than in the past several years and best of all several new faces were among the crowd.

After an hour of socializing as we all gathered, we settled in for a delicious filet mignon, salmon or chicken plated meal served by an attentive wait staff. Chocolate mousse or sherbet along with coffee or tea rounded out our dining experience before we settled in to the much anticipated gift exchange. The obvious question is always "What will be the most sought-after gift this year and who will end up with it?" Bill Simons once again tried to bring a semblance of order to the gift exchange, starting off by explaining the rules. The

Gala continued on page 3

# Up Front with the President



*January 2017*  
**HAPPY NEW YEAR!**  
**2017**

I hope everyone had a great holiday with family and friends and some much deserved downtime. Sara and I were fortunate to have our daughter, Anna, and her boyfriend here for Christmas from Houston.

2016 was a great year! Our membership meetings, tours, picnic, holiday party, and other events were well orchestrated by our Board of Directors and boasted great turnouts. Best of all, we were fortunate to welcome new members; bringing our ranks to 158.

Looking forward to 2017, our club will be hosting the Eastern National Meet in June right here in Chantilly, VA! If you'd like to volunteer, please contact Bill Simons or me. (We're well into planning the event and extra help, especially during the execution phase, would be greatly appreciated.)

Happy New Year! See you at our [January 10th](#) membership meeting.

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)	

Gala continued from front page

biggest infraction always seems to be the requirement to “keep your gift in sight.” How else would we be able to keep track of the most desirable items? As Bill led us through the gift swap it was evident that Jim and Edna Cross’ hand craft cedar bird feeder and bird house were the most highly sought after gift. Following that, one of the “J” brothers (Jim, Johnnie or Jack) was high on everyone’s also. When the dust settled everyone went home with a gift and lots of great memories to last throughout the coming year.



Charter members Hank Amster, Nick Arrington and Cliff Green were honored by NVRG President Joe Freund.



Cliff Green provided the Woody decoration – Kathie Gray picks a present while MC Bill Simons looks on.



Benny Leonard and a bottle of coveted Jack Daniels Black.



Wayne Chadderton smiles as Clem Clement picks a gift.



The festive Woody cookie jar was originally drawn by Ken Burns but it didn't go home with him. Guess who has it now?



Dave Gunnarson and a coveted Cross birdhouse.



Kathy Gray and Edna Cross share a good-bye laugh.

## A NOTE FROM THE EDITOR'S DESK

As most of you know this is my final year as editor of the *Valve Clatter*. As has been my custom in the past, I want to thank everyone who has provided input and made my job so much easier over the past seven years. Without your support and input the *Valve Clatter* would never have been consistently ranked as one of the top five newsletters in the entire Early Ford V-8 Club of America. I also want to thank the folks who have organized and/or hosted the numerous tours, picnics and outstanding monthly programs we have. Without all these well received activities there wouldn't be much to talk about in the *Valve Clatter*.

Here are the folks who contributed during the 2016. Just remember that numerous others also made contributions in years past: Nick Arrington, Clem Clement, Sandy Clement, Jack Cummings, Al Edwards, Joe Freund, Jim Gray, Kathie Gray, Cliff Green, Sandra Green, Dave Gunnarson, Von Hardesty, Gay Harrington, Dave Henderson, Jason Javaras, Elyse Kudo, Jim LaBaugh, Bob Lewis, Jerry Lunt, Paul Malandrino, Jim McDaniel, Al Mosley, Don Pauly, Dominique Pickett, Bill Potter, Trevor Poulsen, Keith Randall, Diane Schug-O'Neill, Bill Simons, Colin Spong, Milford Sprecher, John Sweet, Bill Tindall, Dave Westrate, Gary Williams and Art Zimmerli.

Now comes the newsletter editor recruitment pitch. We have a very vibrant club – one that continues to grow while some other car clubs, both Early Ford V-8 and others, are losing membership – some have actually had to put their RG charter in inactive status. I think our success derives from having a strong, experienced Board of Directors, terrific monthly programs and lots of great tours and garage/shop tours. Our newsletter is the vehicle to report on these great events and advertize upcoming ones to our members. It's kind of the glue that helps bind everything together. Remove any one of the components above and things start to get wobbly.

When I step down as your editor next year I sincerely hope that someone has stepped forward and volunteered to be the next editor so that the NVRG will continue to be a strong, vibrant and growing regional group. I know some of you think that being the editor is a daunting task but look at all the great stuff you have to work with: an extraordinary BoD, killer activities and tours to report on and a host of

folks who will contribute – all you've got to do is ask them.

Well, what about the technical side? There isn't much magic going on behind the screen. I don't create the *Valve Clatter* using some exotic publishing software program, I use Microsoft Word 2007 so you don't need to be some sort of creative computer geek genius to do this. All you have to do is have a good basic understanding of Word and the desire to learn some of the capabilities you probably haven't used before. Not familiar with columns? I use a column format but that's just my personal preference. If you volunteer to be the new editor you can use what ever format you're most comfortable with. You'll also determine how much time and effort you can devote to the *Valve Clatter*. There's no set page minimum or maximum. When I assumed the editorship in 2010 the *Valve Clatter* was basically limited to six sheets of paper because that's what we could mail using the basic First Class stamp. You've probably noticed that the newsletter now is of varying lengths – some month longer, some months shorter. I exchange newsletters electronically with about three dozen other newsletter editors. I get newsletters that range in size from 4-6 pages (2-3 sheets) to ones that run 15 to 20 pages. As I said, it will be up to you to determine the length. Where do you get all the pictures and images for the *Valve Clatter*? If you don't have a lot of pictures; not to worry, I've got over 9,200 images that I'll turn over to you if you become the editor plus there are thousands more out on the Internet just waiting for you to find them.

If you have any interest whatsoever in becoming the editor contact me directly and let's talk about it. I'll be happy to answer any questions and hopefully allay your fears. In a perfect world we can start working together as soon as you want as an associate editor now so you can hit the ground running in January 2018.

You know how to get in touch with me so don't be shy. Let's talk – there's no harm in asking and there's no obligation if you chose not to proceed further.

## THAT'S WHAT FRIENDS ARE FOR

### Budster Update

*By Gay Harrington*

A couple of years ago Cliff Green told me this: "Old car problems are 85% electrical, 10% fuel, and 5% other." Cliff's wisdom made me feel a little

better when my 1949 F-1 truck needed its transmission worked on—at least I was bringing a 5% problem to Cliff and others. But as projects and challenges go, I soon learned that it's never just *one thing*. No, *one thing* leads to *the next thing*.

Bill Simons, my closest NVRG neighbor, first suggested that my transmission might have worn or missing teeth (who knew it even had a mouth?). Bill was right. Keith Randall drove the truck during our Drive In Movie Night Tour and in his understated way said, "This can be fixed." To which I replied, "Great." The next thing I knew, Cliff made space in his garage and called me to set up the appointment. I've used the "surgery team" analogy before, and it still fits like a glove (pun intended). Keith and Bill Selley agreed to assist Cliff in taking the transmission out, and we were off and running to solve the popping out of gear, the loud first gear noises, and more.

I arrived in my finest one-piece denim coveralls with a neck scarf that made me look more like the Frito Bandito than a seasoned car gal. Cliff kindly designated me "supervisor." Though Cliff is always a gentleman, I knew this meant I would be most useful watching, not doing. I took photos, held the light, asked some questions, and even ran over to Ken Burns' house for parts at one point. I was just happy to be able to watch the "operating team" in action and learn more.



The operating team and the supervisor.

Once the transmission was removed and pulled apart, Hank DuBois rendered his expertise and made some interesting discoveries. How early Lincoln-Zephyr gears got into my Ford F-1 transmission will remain a mystery. Dave Gunnarson fixed the loose shifting and Ken Burns just happened to have an extra bushing, pin, and spring when *the next thing* proved to be an unexpected damaged area. Cliff ended up with the truck in his garage for several

weeks while waiting for the resolution about the replacement parts.



The spring was bent, the bushing nearly worn through and the clevis pin was worn in several places. The new parts took all the extra play out of the linkage and allowed for more accurate clutch adjustment.

This is really a great club to belong to and I think what I've already written is proof. But here's *the next, next thing* as more proof: when Cliff realized my brake pedal didn't have a return spring, what do you think happened? He and Hank went right over to the workbench and drill press and fashioned one out of...well, I don't quite know what. Cliff opened a drawer of miscellaneous treasures he was keeping "just in case," and pulled out a few things. Then a large jar of springs appeared and Keith found one with size and tension that seemed about right. The collective wizardry was better than a scene out of a Harry Potter novel. Working under the truck and in the cab, the team put a working brake return spring together for me in what seemed to be no time at all.



The Brackets-R-Us team (Hank Dubois and Cliff Green) at work.

Life doesn't get any better than having good friends—and talented ones, at that. THANK YOU to everyone involved in this successful transmission project—I appreciate what you did very much!

#### A Report from the OR

By Cliff Green

Gay Harrington's '49 pickup was slipping out of second and third gear plus, it made a racket in first.

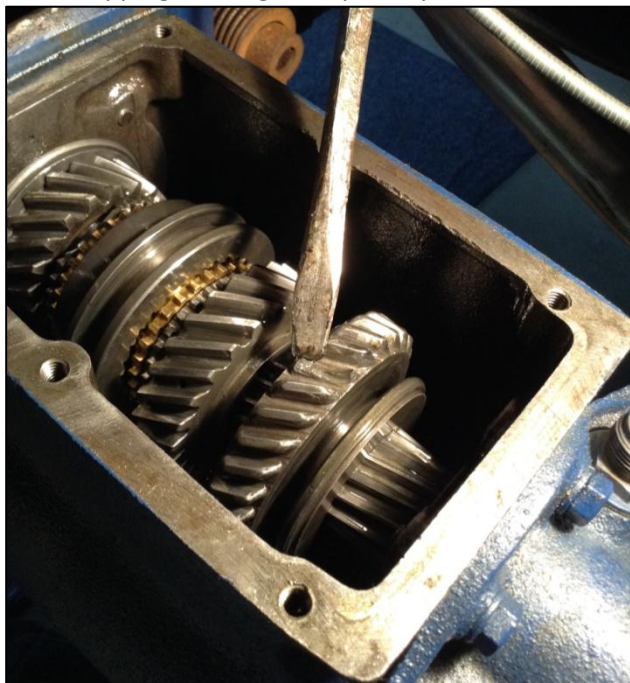
She investigated having it repaired but the cost of labor alone was \$600! Whoa! I had space in my garage and could assemble a team to fix this.

The tranny was pulled with the help of Bill Selley and Keith Randall.



Bill Selley contemplates the team's next move.

The innards were inspected and a missing tooth on the first/reverse slider gear was noted. Also, one of the brass synchronizer rings was suspiciously worn. However, there was no obvious cause for why it was slipping out of gear especially on deceleration.



The missing tooth.

Upon counting the teeth on the main drive gear,

I discovered that this tranny had a set of Lincoln-Zephyr gears, of all things! This was not a good combination for a pickup. Gay attempted to determine, from the restorer, how this came about. Apparently, he farmed out the transmission rebuild to another source and did not have a clue. However, he agreed to send us gears out of a 1940 transmission that were in good condition and were more suitable for a pickup.

Enter the transmission guru, Hank Dubois. His inspection immediately determined that the small teeth on the main drive gear (which engage the synchronizer sleeve for high gear) were worn more than 50 percent. This partially explained why the transmission tended to slip out of high gear. He also noticed that the three synchronizer inserts were badly worn. When the replacement gears arrived, Hank came to my garage for the assembly.



Dr. Dubois examines the intestines of the patient.

I went to school on how the transmission went back together! Upon attaching the shift tower onto the case, Hank noticed the excessive side to side play in the gearshift lever. Inspection revealed that the  $\frac{1}{4}$ " slot in the lever's pivot fulcrum was badly worn as was the  $\frac{1}{4}$ " pin which fits into this slot and normally holds the shift lever in position with minimal play.



The worn shift lever fulcrum and pin.

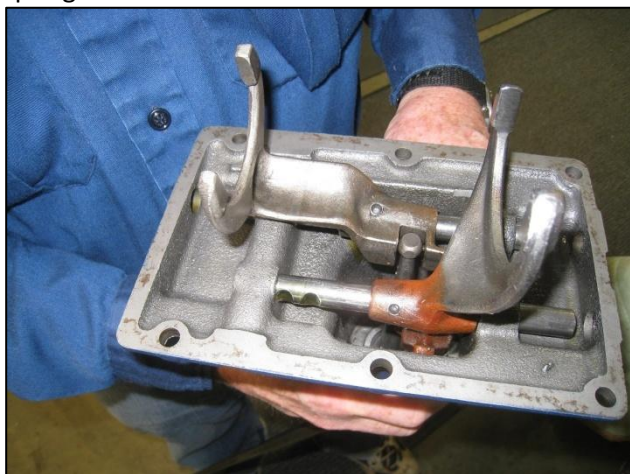
Enter certified welder, Dave Gunnarson, who

performed his magic by welding some metal in the slot and then filing it back to the correct ¼" wide spec. Dave also cut a new ¼" pin from suitable stock that Hank had on hand. That took out most of the unwanted play in the gearshift lever.



One new shift tower pin coming right up.

The next big discovery by Hank was that the two shafts which hold the shift forks in the shift tower were installed backwards! Each of these shafts has three notches (or detents) that accept a steel ball under spring pressure which, when correctly installed, acts to hold the transmission in the correct gear or in neutral. The shafts were incorrectly installed with the notches/detents on the inboard side rather than on the outboard side where the springs and balls are!



He also found that one of the two detent springs was incorrect. No wonder Gay had to hold the gearshift lever in second or third when decelerating!

After Hank and I had finished assembling the tranny, we called Bill and Keith back in and, with Gay supervising, we installed it in the waiting F-1. A worn clevis pin, broken bushing and damaged spring in/on the clutch equalizer shaft assembly were replaced (with new parts from Ken Burns' stash) along with a missing brake return spring!



Keith had the thankless job of being on the floor.

The tranny was then filled with a heavy weight synthetic oil which I've used in my Woodie for years. A test drive proved that everything was fixed!

Gay can now keep both hands on the steering wheel and she discovered that she can climb the hill to her house in second gear without downshifting to first!

Another example of the helping hands of the club - it was fun and informative for everyone!

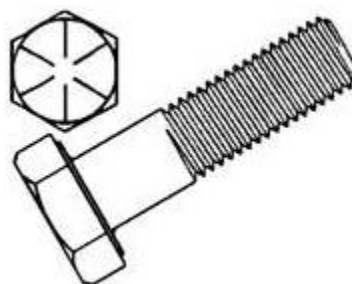
## TECH TALK

### Better Info on Shoebox Steering Bolts

By Steve Groves

The reprint article in the December *Valve Clatter* about broken steering box bolts is partially incorrect.

The bolts and washers should be grade eight (6 points). They are: ¾"-16 bolts; 4 ¼", 3 ¾" and 3 ⅞" long.



The most common reason the bolts break are: the riveted bracket on the top of the frame becomes loose and lets the steering box wiggle back and forth breaking the long bolts. This small bracket should be welded to the frame! The second reason is rusted bolts inside the frame. Third is loose bolts. All these things can kill. If you don't know to check this on your car feel free to let me help. **STEVE GROVES** – 301-530-7411

P.S. – Grade eight bolts can be bought at [Lowe's](#), [Tractor Supply](#) or [Graingers](#).

## REMEMBERING BUZZY

By Editor – photos by Sandra Green and Dave Gunnarson

In late November Bill Potter sent an open invitation to all NVRG members to join him and his three sisters as they celebrated the life of their father Lloyd “Buzzy” Potter. The event was to be held on December 7<sup>th</sup> in the Knights of Columbus Hall in Bethesda, MD.



The day was a beautiful, clear day and allowed Bill to display Buzzy’s trusty 1936 Convertible Sedan prominently on the driveway leading up to the KoC Hall.



Buzzy bought the Convertible Sedan new in January 1937 and it holds a central place in the Potter family lore.



Buzzy’s club jacket greeted us as we entered the KoC Hall.

The 1936 Convertible Sedan holds a special place in the Potter family lore. It’s the car that Buzzy took Ginny out in on their first date and the car he used to teach her how to drive. December 7<sup>th</sup> and the car also share a special place in the family lore. Buzzy and Ginny were in Rock Creek Park listening to the radio on the evening of December 7, 1941, when they heard about the attack on Pearl Harbor. So the ’36 was parked outside the KoC Hall, the radio was on display inside along with numerous other items of Buzzy memorabilia and Bill Potter mentioned both the car radio and the Rock Creek story in the eulogy to his father at the December 7<sup>th</sup> memorial service.



A portion of the NVRG contingent who helped celebrate the life of Buzzy Potter: Nick Arrington, Cliff Green, Ken Burns, Clem Clement, Jim Crawford, Mike Prater, Bill Potter, Hank Dubois. Joe Freund and Ray Lambert.

## AT THE MOVIES

### Café Society Review

By Jim LaBaugh

Lots of cars from the '30s appear in the current Woody Allen romantic comedy *Cafe Society*, including several Fords.

I think the '39 Deluxe Sedan that appears in the film is Cloud Mist Gray, but it might also be Avon Blue. In either case, do not recall seeing one in that color at any of the V-8 National Meets I’ve attended.



The '39 is decked out with a grille guard, fog lamps and a mis-matched pair of rear view mirrors.



I know period movies with romantic themes might not be everyone's idea of cinematic entertainment, but thought I would mention it at least because of all the cars used to set the time frame for the movie. Great music from the '30s too. Actresses must have had a great time because of all of the glamorous outfits worn at Hollywood parties and New York night club scenes.



A 1935 Ford Deluxe 5 Window Coupe in the backyard of a home.



A 1936 Ford Cabriolet drives by in this scene...



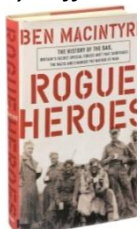
and is parked in this one.

One minor flaw - I do not remember seeing any Woodies. (A MAJOR flaw in my opinion! Ed.)

## BOOK REVIEW

### Rogue Heroes – A Review

By Cliff Green



Most of you are familiar with the photo of the WWII 1941 woodie with the roof cut off, but it was not until I read the history of the British Special Air Service that the full story of that car was revealed.

*Rogue Heroes* by Ben Macintyre begins with

creation of the specially trained commandos in Egypt in 1940. The SAS mission was to deploy deep behind enemy lines and attack lines of communications, air fields and supplies – to create a nuisance. In space of one week in December 1940, small groups of SAS men “destroyed more than sixty enemy aircraft, at least 50 killed or wounded, dozens of vehicles, petrol dumps, a bomb depot and communication stations without a single casualty!”

The C11ADF Woodie was involved in a mission to sink two enemy ships in Benghazi harbor to block the entrance. A 1941 station wagon was commandeered (stolen) and the top was cut off at the belt line to impersonate a German staff car. It was painted Wehrmacht gray and the hood was painted with the current German “recognition signal” to prevent air attacks from the German planes. “Machine guns could be mounted fore and aft, but unclipped and laid on the floor when necessary, to give the vehicle a more innocent appearance.” Two inflatable boats and explosives were packed. The “powerful V8 engine” was capable of propelling the car up to 70 mph, faster than any other vehicle in service. They named their machine “Blitz Buggy.”



SAS raiders in the second “Blitz Buggy,” L-R: [Reg Seekings](#), [Graham “Johnny” Rose](#), [David Stirling](#) and [Johnny Cooper](#).



This is the only other picture of the second Blitz Buggy known to exist and probably taken the same day.

The commander and founder of the SAS, Major David Stirling, led the raid accompanied with five others, including Randolph Churchill, the son of Winston Churchill! “The Axis forces in Benghazi were unprepared for the kind of tactics adapted by Stirling, and with the right weather conditions and

with a lot of chutzpah, one could drive into the middle of the town and wreak Havoc! "This was one of the most audacious (and hilarious) operations of the war."

The mission started with a 400 mile drive that took five nights from their base in Egypt. They traveled mostly on the concrete coastal road, hiding in the desert during the day. On the last night the Woodie traversed across the desert thru arroyos and river beds to approach the city from the south. This leg was tough on the suspension in that a wheel bearing went bad.

Approaching Benghazi on the concrete highway, the bearing was screeching! They bluffed their way past an Italian guard post as one of the SAS spoke both Italian and German. Since they had no blackout lights they were chased into the sleeping city by a German patrol at 60 mph, losing the tail in the warren of alleys screeching all the way!

They were able to hide the car and attempted to complete the mission but failed after a comedy of errors well described in the book.

The Ford Woodie allowed them to escape. The attempt to repair the bearing failed. While speeding back to base on the concrete road, a stopped lorry could not be avoided and the insuring swerve rolled the topless car several times. One of the men was killed and the others ejected suffered severe injuries. Churchill suffered a broken back and Stirling a broken wrist.

Churchill wrote his father a detailed report of the raid and this was prominent in establishing the continuation of the Special Air Service.



It's possible that this is the original Blitz Buggy since there's no SAS insignia on the door

But alas, another Blitz Buggy was created, most likely the first one pictured on the page above as the SAS insignia is painted on the door. The driver in the picture is the commander, Major David Stirling, who incidentally wore a necktie at all times. This one drove down a German runway machining gunning parked aircraft. It was destroyed in a strafing attack by an Italian [CR-42 Falco](#) during the get away!

*Rogue Heroes* is an excellent read about the his-

tory of the SAS and the remarkable use of 1941 Ford Woodies.

### Editor's Note

At least one other Blitz Buggy was created during the war and survives to this day in the Canadian War Museum. In this case a C11ADF was converted into "Blitz Buggy" for Field Marshal Sir Harold Alexander. The conversion was obviously done in a much more craftsman-like manner than the SAS Blitz Buggies.



Prime Minister Winston Churchill and Field Marshall Sir Harold Alexander in Alexander's custom Blitz Buggy when Churchill visited Africa in August 1942.



Alexander's Blitz Buggy survived the war and is seen here at the British Intelligence School at Castellammare, Italy in 1945.



Alexander's Blitz Buggy in the Canadian War Museum.

## CELEBRATING 75 YEARS OF 1942 FORD PRODUCTS

As strange as it seems for a Regional Group with over 150 members not one of us currently owns a 1942 Ford or Mercury. We do, however, have two members with 1942 Lincolns: Jack Sweet has a 1942 Lincoln Zephyr Convertible and Alan Whelihan has a 1942 Lincoln Continental Cabriolet. The only other 1942 Ford products in the club over the past 30 years were the late Bob Wild's 1942 Ford Convertible and Ken Gross' 1942 Woodie (he has actually owned two of them).

This dearth of 1942 cars is to be expected though, given the circumstances in the Far East and Europe that eventually led to the US entering WWII. Even before the attack on Pearl Harbor the United States manufacturing base was rapidly changing. Labor and material costs were rising and critical materials like copper and rubber were being diverted to defense needs. By September 1941 the Federal Government Office of Procurement had decreed that 1942 civilian automobile production would be limited to approximately half of 1941's production figures. Further restrictions were placed on the use of chrome and other critical materials.

Despite all this Ford pressed ahead with the introduction of the 1942 models in September, 1941.



The new Ford-Lincoln-Mercury line-up is formally presented to the public in Kansas City on September 24, 1941. Check out the live orchestra in the foreground.

On February 10, 1942, the last Ford passenger car rolled off the Rouge Assembly line.



The sign says: "This is The Last V-8. Watch Out Japs. Here Comes The Little Jeep Next. V for Victory."

Meanwhile in Canada the last civilian Ford product was a Mercury produced on March 31, 1942.



The Canadians were a little more formal in documenting their last car.

### Comparison of 1941 and 1942 Ford Production Figures

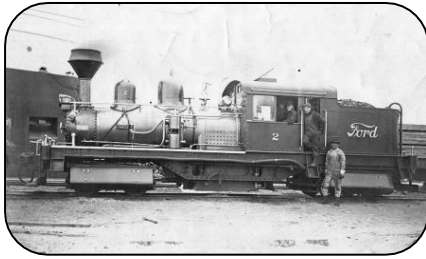
Body #	Body Style	1941	1942
67A	Deluxe Coupe w/Jump Seats	2,683	n/a
67B	Super Deluxe Coupe w/ Jump Seats	6,575	n/a
70A	Deluxe Tudor Sedan	131,827	27,302
70B	Super Deluxe Tudor Sedan	121,831	47,199
70C	Special Tudor Sedan	20,697	3,185
72A	Deluxe Sedan Coupe	n/a	5,489
72B	Super Deluxe Sedan Coupe	33,019	13,543
73A	Deluxe Fordor Sedan	28,338	5,117
73B	Super Deluxe Fordor Sedan	63,851	24,848
73C	Special Fordor Sedan	2,683	11,578
76A	Super Deluxe Convertible	31,589	2,920
77A	Deluxe Coupe	21,622	6,108
77B	Super Deluxe Coupe	14,115	5,411
77C	Special Coupe	9,823	1,606
79A	Deluxe Station Wagon	3,334	567
79B	Super Deluxe Station Wagon	9,300	5,173
Total Yearly Production		501,287	160,046

### Comparison of 1941 & 1942 Mercury Production Figures

Body #	Body Style	1941	1942
67	Coupe w/Jump Seats	1,251	n/a
70	Tudor Sedan	11,276	5,120
72	Sedan Coupe	12,297	4,942
73	Town Sedan	25,922	10,476
76	Convertible	6,112	956
77	Coupe	1,560	718
79	Station Wagon	1,010	897
Total Yearly Production		59,428	23,109

The impact of the reduced production figures was even greater than the numbers shown above. All new cars on dealers lots as of December 31, 1941, plus all cars produced after January 1, 1942, were held in vehicle pools administered by the wartime ration boards to be sold to essential businesses or public services like police, doctors, etc. Essentially anyone fortunate enough to have purchased a new car before Pearl Harbor owned the newest car for the next three plus years!

I've got one article about 1942 Fords lined up for publication next month. If anyone out there has ever owned, driven or has had an interesting experience in a 1942 Ford-Lincoln-Mercury send me what you got so I can share it with our NVRG members.



## YOU ARE INVITED TO The 44<sup>th</sup> OLD CAR AND TRAIN DAY

**SUNDAY, FEBRUARY 12, 2017 from 12noon to 5 PM**

@

THE CLEMENT HOME  
12106 GARY HILL DR  
FAIRFAX VA 22030

- ✚ Bring your significant other, kids, parents, and any other train, antique or old car lovers to join in the fun and fellowship of antique trains and old cars.
- ✚ If you bring your kids be sure to take them home with you – however you can leave your old cars and old trains for Clem if you want to!
- ✚ Weather permitting, additional antique cars may join us. New additions to the antique train collection are on display and some trains are under power. Bring “show and tell” trains, if you like, and we’ll try to run them. If you have trains to be repaired, this is a good time to drop them off.
- ✚ A favorite appetizer, finger food or dessert brought for sharing would be gratefully appreciated.

Sandy and Clem Clement  
Ph. (703) 830-5597 C (571)-239-1701  
Email: [clem.clement@cox.net](mailto:clem.clement@cox.net)

### Henry Ford's Electric Train



An electric locomotive hauling freight on the Fordson-Flat Rock section of Ford's Detroit, Toledo and Ironton Railroad. At completion in 1927, this locomotive was said to be the most powerful electric locomotive ever built. It could haul a mile and a half of loaded cars but at a relatively low speed.

## Early Ford V-8 Museum Update

Happy New Year to all my NVRG Friends:

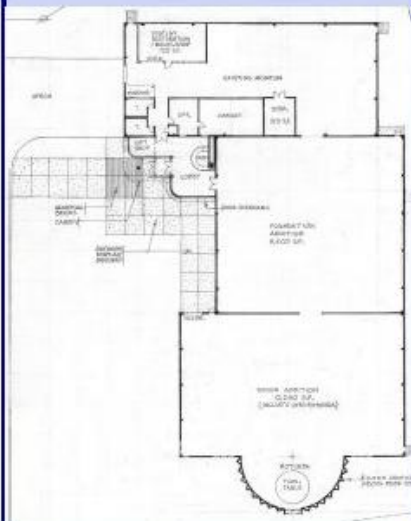
I am hoping I could ask for a favor of you. Below and on the next page is a brochure for the Early Ford V-8 Foundation asking for help with its expansion program in 2017. If anyone has an interest, an idea, or who knows of someone in their network that might help, please give me a call at 804.972.9570 or email me at [earlyfordguy@yahoo.com](mailto:earlyfordguy@yahoo.com).

Already two of the legacy opportunities have been funded. Interest in the Early Ford V-8 Foundation is growing especially due to its visibility and successes over the past few years. Now would be a good time for NVRG members to develop a means of perpetuating their passion in the hobby.

Yours in V-8ing,

*Bill Tindall*

This is the floor plan for the 9200 sq. ft. display, plus a 730 sq. ft. restoration shop to be added to the current Early Ford V-8 Foundation Museum in Auburn, Indiana. Construction is set to begin spring of 2017.



An anonymous donor is funding an additional 10,230 sq. ft. to house the gift of his 17 car collection. This expansion will also present an opportunity to create the long awaited Ford "Rotunda" (1934 - 1962) tribute. This will add nearly 20,000 sq. ft. to the only Museum dedicated to the preservation, education and legacy of the Early Ford V-8.

### WE ARE BREAKING NEW GROUND!

Learn more about the exciting expansion of the Early Ford V-8 Foundation Museum, its "Buy the Foot" campaign, and how you can secure naming rights to a lasting legacy!  
[www.fordv8foundation.org](http://www.fordv8foundation.org)

Contact us and commit to your part in building a legacy for early Fords and those who love them!

*John Knecht, President*  
(315) 749-4649 or  
[jknecht47@gmail.com](mailto:jknecht47@gmail.com)

Early Ford V-8 Foundation Museum  
P.O. Box 284  
Auburn IN 47604  
Phone: 260.927.8022  
[info@fordv8foundation.org](mailto:info@fordv8foundation.org)

### BUILD A LEGACY TODAY THE MUSEUM EXPANSION



**BE PART OF OUR  
SUCCESS!**

There are many ways YOU can help the expansion of the Early Ford V-8 Foundation Museum become a reality, because "working together is success."

**FIRST:** Become a **Museum Member** if you are not already. As a member you receive the Foundation News that keeps you up-to-date on the latest news for the Foundation Museum and free admission to the museum.

**SECOND:** Contribute to the "Buy the Foot" campaign. "Selling" 8,700 sq. ft. at \$150 each will help fund the construction and upkeep for our expansion.

**THIRD:** Consider a **Legacy Gift Naming Opportunity**. This is your gift to the Foundation Museum that results in a portion of the museum being recognized and named in honor of you, your family or a loved one. It is a one time gift to the Museum and you receive a permanent plaque within the Museum and other forms recognition.



*Coming together is a beginning, staying together is progress, working together is success.*  
- Henry Ford

**LEGACY GIFT NAMING OPPORTUNITIES**

**MAIN GALLERY:** Our 8,700 sq. ft. expansion, available for \$250,000.

**THE TRIBUTE ROTUNDA:** Stylized after the iconic Ford Motor Company building (1934-1962), available for \$350,000.

**THE ART DECO BANDING AROUND THE MUSEUM:** This distinctive decorative piece in the art deco style is available for \$25,000.

**THE ART DECO ENTRY WAY:** This entrance to the Museum with its glass block and Ford Dealership decor is available for \$40,000.

**THE AUTO RESTORATION WORKSHOP:** A 720 square foot educational and collection care center is available for \$25,000.

**THE EDUCATION & RESEARCH LIBRARY:** The continually expanding library is a valuable resource for the Ford automobile enthusiast, available for \$25,000.

**MEMORIAL GARDEN & WALKWAY:** For years the memorial brick program has attracted many supporters. Now its time for a permanent home for these bricks and the many more that are about to come. Available for \$10,000.

**DECADE / ERA DISPLAYS:** What's your favorite era, the 1930s, '40s or '50s? Now is the time to take advantage of having an area named for your favorite era of displayed cars. Available for \$10,000 per decade.

**EDUCATIONAL DISPLAYS:** The Foundation Museum has educational displays related to engines, wheels and tires, dashboards and more. Each area is available for \$10,000.



**SUSTAINABILITY PROGRAMS:** Includes internships with an annual gift of \$25,000 to invest in a young person's future.

**PART-TIME SALARIED POSITION:** As the Museum expands so does its need for staff. Help the Museum with support of \$35,000 per year.

*Additional Naming Opportunities are available. Prices are based on early estimates and are flexible. Please contact us to learn more!*

John Knecht, President  
(315) 749-4649 or jknecht47@gmail.com



Photo by Dave Kurtz  
KPC Media

Groundbreaking for the V-8 Museum's huge expansion on November 11, 2016. L to R: Josh Conrad, Jim Brown, Greg Eaton, Dick Martin, Cecil Polan, Craig Floyd, Bob Malley, Ron Stauffer, John Knecht, David Stonebraker, Lynn Ewing, Dave Sharp, George Mercer. Others present for this historic event were Kay Polan, Milly and Frank Scheidt.



***Vehicles For Sale***

**1936 FORD 5 Window Coupe.** Same owner past 55 years; last 20 in covered, dry storage. 21 stud LB engine rebuilt in 1985. Extra running '36 engine. \$26,000 OBO. Located in PA. **Mike Gall** 814-619-8193 (11/16)



**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)



**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***

**1953 Lincoln Capri Convertible and Coupe** – lots of parts. Call for more info. **Mike Gall** 814-619-8193 (11/16)



**Antique Farmall Cub Tractor.** includes following implements: Belly Mower; Single Blade Moldboard Plow; Front Snowplow; Sickle bar mower. Has working hydraulic lift and PTO. Runs nice – needs paint & tires. Would make a great tractor for parades, etc. The implements need to be cleaned and serviced in order to make them operable. Asking \$1950.00 – contact me for pics and more info. **Al Edwards** Front Royal, VA, 703-408-8372, [AlFromVA@aol.com](mailto:AlFromVA@aol.com) (11/16)



**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 condi-

tion. 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 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](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)



**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](mailto: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*

**59AB Ford engine block** – I may need it for a 1948 Ford I'm considering buying. **Dave Henderson** [jrdshen@verizon.net](mailto:jrdshen@verizon.net) 01/17



**For 1939 Ford:** 2 axle shafts, left axle housing, radius rods, driveshaft and torque tube. **Mel Herwald** 540-925-2222 or [mherwald@mgwnet.com](mailto:mherwald@mgwnet.com) 01/17



**Inside Window Molding** for 1934 Ford 5 Window Coupe – **Ray Lambert** 703-595-9834 (12/16)



**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**. [jrod1932@gmail.com](mailto:jrod1932@gmail.com) (8/16)



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



**'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@cablefirst.net](mailto:flihi@cablefirst.net) or 804-776-7597 (12/14)



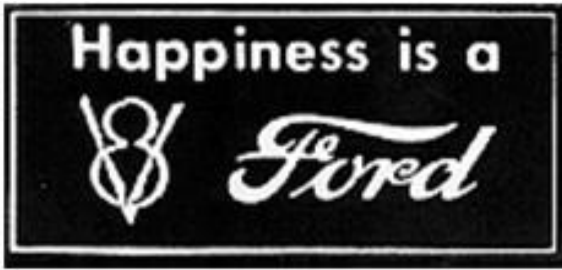
**For 1935 Ford closed car:** the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 – [Jeberly4@comcast.net](mailto:Jeberly4@comcast.net) (07/14)



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







# NVRG Calendar



<u>January 2017</u>	
1	<b>HAPPY NEW YEAR</b>
10	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Fords Down Under: Dave Gunnarson – <b>Refreshments:</b> Howard Wiles
11	<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> .
31	<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.
31	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>February 2017</u>	
8	<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> .
14	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Ford Parts & Maintenance Manuals: Dave Gunnarson & Ken Burns – <b>Refreshments:</b> Clem Clement
28	<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.
28	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>March 2017</u>	
8	<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> .
14	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Stainless Steel Repair: Thetan Ogle – <b>Refreshments:</b> Nick Arrington
28	<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.
28	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road



### ***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 the 1942 Mercury*



**FIRST CLASS MAIL**

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