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Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

Volume XXXIX, No. 4

April 2017

Ken Burns - Editor

ANOTHER TRIFECTA!

Images by Clem Clement, Cliff Green, Dave Gunnarson, Steve Milford Sprecher, Steve Zimmerli and Ken Burns

The Spring Garage Tour – by Jim LaBaugh



Art Zimmerli, Don Pauly, Dave Gunnarson, Andy Koerner, Clem Clement, Hank Amster, Jim LaBaugh, Dave Westrate, Ken Burns, Leo Cummings, Hank Dubois, Bill Simons and Milford Sprecher in front of the 1936 Ford 1 1/2 ton panel truck Dave Gunnarson rescued from certain destruction.

Definition number 2 for the noun trifecta is "The situation wherein one has attained three achievements, qualities, etc., especially when these are of great importance." according to Wiktionary. Thus, the word certainly applies to this month's tour of three garages in a single day, wherein were found examples of remarkable achievements in automotive restoration.

The journey for some of the Ford faithful began at the customary starting point at Fair Oaks mall, including Ken Burns in his black '41 Super Deluxe Station Wagon, Hank Dubois in his '35 Three Window Coupe, Leo Cummings in his '50 Mercury Monterey Tudor, Bill Simons in his '49 Convertible and other NVRGers in modern transport. Travelling over Virginia's highways and byways, the caravan converged with other Ford

Tour continued on page 3

Up Front with the President



April 2017

**Volunteers
wanted!**

PLEASE VOLUNTEER NOW FOR THE NVRG EASTERN NATIONAL MEET

The March membership meeting was preempted by what the weather forecasters told us would be a blizzard. It turned out to be about 4 inches of very wet and heavy snow. In anticipation of the blizzard Fairfax County closed the schools and public buildings for the day. **Thetan Ogle's** presentation, "Stainless Steel Repair," will be rescheduled for later this year.

Less than two weeks later, the weather was sunny and warm for the trifecta garage tour hosted by **Dave Gunnarson, Benny Leonard** and **Dave Westrate** at their home garages. All three garage tours were fantastic with each sharing their work on latest projects. Thanks again for a great day! I want to especially thank **Art Zimmerli** for planning a great day!

In commemoration of its 55th Anniversary, The Early Ford V-8 Club plans to create a quilt to be displayed at the 2018 Grand National Meet in Dearborn. The quilt will feature squares from Regional Groups (RG) throughout the world. Each RG square will be individualized with their name and location. We are encouraged to decorate our square with scenes or details unique to Virginia. Please refer to page 11 for additional details. If you or a family member have the creative skills to help design our square, please let me know.

The 2017 Eastern National Meet is only two months away! **Bill Simons** and the team are ready. I want to thank the members who have recently signed up to volunteer, including some with their spouses. We are still in need at least 20 more of you to volunteer to help run the meet. Please contact Bill or me to volunteer. We need you!

The April 11 membership meeting will enjoy a guest speaker, Chris Berry, owner of **Black Wolf Automotive**. The program is entitled, "**Modern Auto Painting.**"

Please mark Saturday, April 22 on your calendar for the **Annual Spring Poker Run**. **Hank DuBois** and **Jim LaBaugh** are actively and secretly finalizing the driving course route.

Lastly, congratulations to **Cliff Green** – we took Second Place in the newly initiated The Early Ford V-8 Club website competition. See page 10.

Best Regards,

Joe

2017 NVRG Officers & Terms	2017 Directors & Terms	Committee Members
President – Joe Freund (2016-17)	Membership – Gay Harrington (2016-17)	Fairfax Show – Dave Westrate
Vice President – Bill Simons (2016-17)	Programs Lead – Dave Gunnarson (2017-18)	Programs Member – John Sweet
Secretary – John Ryan (2017-18)	Webmaster – Cliff Green (2016-17)	Tours Chair – Hank Dubois
Treasurer – Wayne Chadderton (2017-18)	Valve Clatter – Ken Burns (2016-17)	Tour Member – Art Zimmerli
	Sunshine – Keith Randall (2017-18)	Property & Refreshment – Mark Luposello
	Past President – Jim McDaniel (2016-17)	At Large – Andy Koerner
		At-Large – Jim LaBaugh

Tour continued from front page driven Detroit Iron at Dave Gunnarson's garage. The first stop on the tour. Exiting from their '51 Ford Custom Tudor, Jim and Char McDaniel, as well as Clem Clement stepping out from his Model A Coupe, joined the many other pilgrims making their way from the street, up the driveway and into the garage.

Dave Gunnarson has been restoring a 1935 Ford 1 ½ Ton Stake Truck, meticulously researching every aspect of the parts needed to bring the Truck back to life as Henry Ford built it. Along the way, at regular club meetings Dave has shared his research at the Ford archives with others, covering topics relevant to all Fords, not just trucks, for example: door locks, cadmium plating of nuts and bolts, the art of riveting, the framework and logic behind Ford part numbers, to name just a few. Along the way he has served as a valuable resource for others who have interest in Ford trucks of a certain vintage. This day, on display was the restored chassis for his truck, complete with leaf springs, axles, wheel drums, and torque tube. The quality of work was such that the places the frame had been patched were invisible, even in the reflection off the new black paint covering all of it.



Dave points out a few of the things that make restoring a 157" wheelbase truck a challenge.

Also on display was the transmission he rebuilt as a learning experience and the transmission he then rebuilt that will go into the truck along with the rebuilt engine that came out of the factory with the frame.

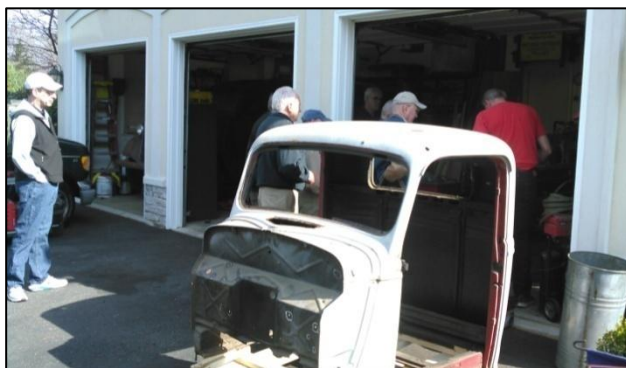
The many truck parts, carefully numbered with their appropriate Ford part numbers were visible in storage throughout the garage, including two stake beds suspended from the ceiling. Among the many stories Dave told about the searches for parts for his truck, one lesson for all of us is that when you see a

part you think you might need, buy it. You might not come across that part again. A case in point was his finding a Ford part specifically designed as a wire lattice that fits over the rear window of the Truck cab, protecting it from anything that might slide forward from the bed at window height.

In another part of the garage was a rare 1936 1 ½ ton Ford Panel Truck in rouge condition. The truck is from the Potter collection. Awhile back the pole barn in which it was stored collapsed trapping the truck. Bill Potter knew of Dave's interest in trucks and arranged for Dave to rescue it from the barn and host it in a safe dry place for the time being. It was part of a fleet of 13 used [Tolman Steam Laundry](#) back in the day and faint advertising lettering on the panel attested to its origins.



The presence of the cab of Dave's '35 on the driveway awaiting a trip for stripping prior to painting and the '36 Panel were a testament to the importance of Ford Trucks to the businesses of the day and their importance to the nation's economy at the time.



As the morning progressed it was time to head to the next example of notable achievement in automotive restoration, a visit to Benny Leonard's garage. Among the many roads of a constantly suburbanizing and urbanizing Washington D.C. area are those that take a path to parts of the countryside that recall bygone days when farms were prevalent in the countryside. Such was the path to Benny and

Sharon Leonard's property, which had been a farm in Sharon's family for some time.

Lending a touch of nostalgia pertinent to the visiting vintage vehicles was the vintage gasoline pump in front of Benny's garage, a pump Benny had restored. In the driveway was Benny's recently completed restoration of a immaculate 1930 red and black Tudor Model A.



The care in the restoration process that are Benny's hallmark also was evident in the machine tool part of the garage where Benny had two Model A engines in the process of being rebuilt to show the assembled pilgrims. His description of the process of bringing them back to health was one of the highlights of the visit. Many discussions of parts and restoration continued as others admired the vintage signs on the garage and being in a beautiful part of the Virginia countryside.

After thanking Benny and Sharon for hosting us, the many travelers returned to the road to travel on to the last garage on the tour.

Two 1939 Ford Station Wagons greeted visitors to Dave and Barbara Westrate's garage, one is a Standard Wagon, completed many years ago, and the other is a Deluxe Wagon, currently undergoing a complete restoration. Dave has made all of the wood for the body using milling tools that came with the vehicle. He explained that the previous owner of the Deluxe Wagon was a machinist and had made the tools specifically to reconstruct the wooden body of the car.



On display were the completed and varnished hard maple wooden driver side door assemblies Dave built using those tools. Suspended above the frame was the hard maple roof and basswood slats. Dave also had arranged all of the metal components needed to put the wood together and anchor it to the chassis and cowl that were primed and ready for painting. It really is incredible how many of those metal parts are key to putting together a "Woddie."



Dave explains the myriad of parts laid out in the impromptu "shelf" above the project's floorpan.



Char McDaniel, Leo Cummings and Dave Gunnarson and lots and lots of metal parts for Dave Westrate's '39 Deluxe Woddie project.

He recently had removed all of the old rubber material from the running boards and primed those ready for attachment of new running board material. Also on display were two grilles, one that had been in an accident and another that Dave was straightening as part of his restoration. Part of that involved making a wooden jig that allowed him to make each part of the grill true and parallel to the other parts.

Visitors listening to Dave talk about the restoration process and seeing the results of his work know the Deluxe will eventually be just as it was coming out of the factory those many years ago.

The three great examples of the art of careful restoration of Ford vehicles were an excellent restoration to the general touring season ahead.

Many thanks to our hosts, who provided refreshments at each garage, as well as restoration lore. Thanks also to Art Zimmerli and Hank Dubois for arranging the tour, and the lunch that followed.

A Great Day for a Tour – and a Great Tour

By Clem Clement

After the funky weather we've had lately who wooda think we'd have such perfect weather for our March Garage tour? Just a perfect day to drive your old Ford (Bill Simons even had the top down on his neat '49 ragtop).



Benny Leonard's Model A in the background and Bill Simons' 1949 Convertible and Leo Cummings' 1950 Mercury Monterey in the foreground on a perfect Spring day.

Three of our members kindly opened their garages to another fine NVRG tour: Dave Gunnarson, Benny Leonard and Dave Westrate in that order. I joined the tour group at Dave's home a few minutes before official tour start time and there was Dave with his compressed air snozzle blowing debris outta the garage. I do the same thing for Train Day at my home: a great way to clean up a shop. Dave caught us up in the stunning progress on his '35 big truck.



Dave (in red shirt) talks about what he's been up to.

This will be the bestest restored truck ever. To give you a feel of his attention to the slightest detail, he removed a shock to find perfect original black paint on the frame underneath. Then he sprayed several samples of "black" to see which product matched the color of the black and its sheen. At some point his frame will get that black applied as final coat. (The frame currently is painted black as he is now in the assembly mode.)

I led the tour over to Benny's place after tell the tour wrong directions. (Thanks Ken for straightening me out.) Upon entering Benny's yard with my horn ahooging, we were greeted by a covey of ladies.



Char McDaniel, Sharon Leonard, Jane Chadderton and Sandy Clement enjoying the beautiful Spring day.

His place is so clean he handed out diapers for our dripper cars. Benny and Sharon had been out in the garage for days cleaning everything up and tossing junk (I hardly recognized the place). Benny's talk covered his shop layout and what he have been doing. I asked if Benny had any eV-8 parts as I knew he did, but during the reorg of the garage he losted them. (At my garage I am still looking for stuff hidden for train day.)



Benny (in white sweatshirt) talks about the two Model A engine's he's rebuilding.



Obligatory group picture at Benny's before heading to Dave Westrate's.

Then off the Dave Westrate's to marvel at his workmanship with his 2 x 39 Woodies. I find it hard to believe anyone other than a professional wood whittler could make one of these complex tree-based car bodies. And here's Dave building a second one from the ground (literally) up. Him and Burns seems to have fallen in love with these pieces of rolling furniture – why else would they both have two Woodies?



Benny's Model A Fordor and Ken's 1941 Woodie.



Hank Dubois and Ken Burns grabbed primo parking spots in the Westrate's driveway. Jim McDaniel's '51 Cruiser can be spotted in the background.



All the wood is varnished and ready to be re-installed after the paint work is completed.



Char McDaniel, Cliff Green and Barbara Westrate pose as Milford Sprecher checks out Dave's handiwork.

From there it was a quick trip to the Olive Garden for lunch. Several of the ladies joined us there. Being "a no lie zone" did not keep us quiet. It was good to see everyone and catch-up on their doings.

EMAIL BAG

A Trip to Amelia

By Steve Zimmerli

A little over a year ago a friend of mine came to me and told me about a car in the next neighborhood that was coming up for sale. He knew I liked Jags and said I had to see it. I agreed so we went over and met the owner Jim Iannuzzi to view the car. When Jim opened his garage what I saw was an early post war Jaguar sitting next to a '69 Mustang, both survivors. This was my kind of garage.

We talked about the Jag for quite a while. It was in good shape and was all there. The year was 1947. It was a Drophead with a red leather interior and right hand drive, but the most interesting part of the car to me was the color. It was a matte finished Robin's Egg Blue. I had never seen that color before so I asked if it was repainted. He said no and "it was the original color." He went on to explain that Jaguar like so many other industries was short on materials after the war. As a result they used readily available leftover belly paint used on the Spitfires and Hurricane Mark Vs. At this point I felt the car was special and should probably remain in its original condition. I contacted a man I knew would be interested. He flew in and they struck a deal.



As time went on Jim and I kept in touch and he became a good friend. The more I got to know him the more I realized we had a lot of common interests. Jim is also a docent at the Udvar-Hazy Air and Space Museum and invited me and Stephanie to a private tour.

So it was no surprise that when the Amelia Island Concourse D' elegance was approaching, Jim offered to host for the occasion. I decided that, after years of hearing Cliff Green explain to me that "you really needed to see this show" and after missing Al Mason's Boat Tail Auburn debut the year before, it was time to go.

At this point another friend of mine offered up his modern Shelby GT500KR for the trip and when my vehicle didn't make it out of the shop in time, I took him up on that too. What a fun car! I wasn't going to let the little things stop me from going as before.

Jim and Nancy's new home was in the Preserve just a short walk to the show grounds. That combined with Nancy's gourmet cooking left absolutely nothing to be desired at the Ritz Carlton.

Jim was busy attending to a friend's car and was tied up most of the show so I was free to roam as I pleased. The golf course was covered with a sea of beautiful cars. The surrounding area was called the Cars and Coffee portion of the show. As tempting as it was to troll through row after row of these fine cars, time was limited and, it was the best of the best I came to see.



Just some of the Concourse D' elegance.

In the center of it all was the Concourse D' elegance so I made my way over to the entry gate. Not even the \$120 entry fee would dampen my enthusiasm, as I gladly paid. The setting could not have been more beautiful and it was the perfect day for a show. People were very friendly, many would chat, and I never felt alone. It was very hard to take it all in and each one of these amazing cars was worthy of hours of your time. Too much to see. All of the cars

were pieces of rolling art with immaculate restorations or amazingly original cars.



This 1969 Dodge Challenger still has a "kiss" on the front fender from its NASCAR days.

During the entire day I only recognized one car. All others were fresh new shapes to me. There were Packards, Lincolns, Cadillacs, Rolls, Bugattis, Jags, Mercedes, etc.



Let's play "Name this Beauty."



Or this one.

Everything seemed to be represented and at its finest. Many of the cars had racing history. Some were prototypes. Others were one off custom coaches. All were interesting and highly desirable.



One-off or prototype – you make the call.

After walking around for hours trying to take it all in, you begin to understand how special these cars are. Workmanship and fine materials compliment masterful builds and elegant design of a bygone by era. It made me wonder how any manufacturer could profit given the time, cost and materials to build them.



Even I can identify the marque of this behemoth but not the year – Ed.

One of the things I learned during the day was that you do not apply to enter the Amelia Island Concourse D' elegance, they find you and invite you in to display your car. So to me anyone on that field is a first place winner.

After spending all day failing to even begin to scratch the surface on seeing the show, let alone digging deeper and actually learning about some of these fine cars, I looked across the field and realized this was the first car event I had attended that I didn't bump into anyone I knew. Just then I heard a familiar voice off to my left, It was Cliff Green. How ironic. I went over and joined him and his family for a couple more hours of fun.



Mary Fowler, Steve, and Sandra Green on the Concourse.

I did not try to plan out this trip too well, rather I decided to let it happen and learn how to see it best in the future. As it turns out, due to luck and a great host, I could not have planned it better. With the exception of a bad weather forecast forcing the auctions to happen on the same day as the show I was very satisfied. In the end the Amelia Island Concourse D' elegance has got to be one of the

finest shows in the world. From what I've been told it now out-numbers the Pebble Beach show and relatively speaking its in our backyard.

So to anyone reading my account of Amelia Island Concourse D' elegance, please take Cliff's good advice "you really need to see this show". What a great time!

Sugarloaf AACA Swap Meet and More

By Clem Clement

Great day. Too much fun!!!

We rolled out at O dark 6:30 for the Carroll County Ag center. Bob Clubb sold out the center and several spaces outside. At 8 am there was about 357 folks shopping all the goodies. What a crowd and growing as the day went on. Saturday will be bigger. This is Bob's last year a leader. He will be moving to Marietta, GA. There was all sorts of items anyone would need. I got some Dremel brushes and Benny said my drills were junk so now I have 2 new sets. We'll see. There was a neat toy auto garage that would easily handle a Buddy L trunk. It was of wood and beaver board with printed on the side. The owner thought it was a wartime building. I have never had seen such, but at \$125... Oh, I forgot to report: The other day I was driving off in my Model A "Smokey" and she got so fast that my quail flew up and off. Somebody found the bird and sold it back to me for a buck. It had burn marks on it due to the speed it was moving. Also the beak is now red and the tail feather are singed. I guess I took it thru the Mach...

We went to I chow at Maggie's, a great restaurant since 1903. Then we grabbed homey-did ice cream at Holloman's.

After leaving the ice cream shoppe, we went to Brattons for Model A parts and 3 cartons of Bratton catalogues. I hand them out at all the shows I attend.

Then we went to Damascus to the Damascus Motors. They are in their 3rd year of shows on the Velocity channel. They were filming and closed up, BUT Benny talked his way in if we promised not to tell any lies and be good. After listening to Benny they offered him a job in sheet metal work. We wanted to look around a bit and consider a car tour there after the filming is done. Answer: this would make a great tour. Several of the cars built on TV are there. The show room is full and there are 40 stalls, many full, of cars under work. Wonderful folks as well. They have a big show there on Saturday, July 8, 2017. <http://www.damascusmotors.com/>

Everyone Loves Woodies!

Breaking News from Florida. Look what Bruce Metcalf found recently while in Florida. He says "Coolest T-shirt in Florida!" Don't you wish you had one?



HELPING HANDS

Fixin Clem's Ole '39 Pickup

By Clem Clement

SITREP #01 as of 4:41 PM 03/03/2017:

According to the Canadian V-8 manual, page 432, the cab of the truck needs to be raised to remove the drive shaft housing. My cab now does not have the required springs on the cab.

We cut the seat base lip in the middle in order to let the housing pass rearward. Rear end is laying on the garage floor. We think the rear has never been off. We want to inspect the bearings and put lower gears in the rear. Many sweet rolls and pizza slices were destroyed in the process.

SITREP #02 as of 8:30 PM 03/03/2017:

We accomplished the goal for the day: remove the rear end from the peekup.

After dinner I went out and removed the universal joint: Good news in that the uni chamber was dripping Cornhead grease. The uni was thoroughly lubricated, proving that Cornhead grease does not spin off allowing the uni to run dry. The uni is loose and worn. I will inspect it further after its gas bucket soaking. The securing bolt was loose. The uni mounting washer inside was damaged some. I had hoped to find the source of the noise and clanking. I don't think it is the uni.

Next step is to break open the pumpkin and inspect/replace bearings as necessary. Inspect the brake system as well (I replaced the all the brake

lines after I got the truck (wet brakes are original on the '39). Also the bearing in the driveshaft (don't know how to do that task yet). I hope to find a lower gear set, giving me a running speed of 55 without the engine roaring. (It currently has a set of 3.78 gears). Also to confirm what gears are in the tranny. I have a gear box with '39 gears. I expect to install that tranny.

Thanks again to the team of Steve Zimmerli, Benny Leonard and Jim Gray for their work and friendship.

A Helping Hand

By Steve Zimmerli

After seeing Clem's email request for help with his truck repair, I decided that would be too much fun to pass up. I also knew I was in debt to him, as he has helped me more than once with my Model A. So I scooped up some tools and headed on over. When I arrived Benny Leonard and Jim Gray were already present. They too helped Clem and me get my Model A running great.



Benny and a pair of unnamed legs.

The team worked well together, removing the rear end and drive shaft. You could tell the emphasis was on having fun and that the work happened as a result.



The man of the hour under the truck.

When it came to removing the rear wheels, Benny and I both brought pullers of the era. Benny's was an enclosed style and was very sturdy. Perfect for

applying brute force. The one I brought was an open style and was once used in my grandfather's shop. Each had its own advantage but in the end we used the open style. It allows you to apply pressure while hitting the crown of the hub simultaneously with two ball peen hammers. The resulting shock wave pops the hub off nicely.



While spending some time up close with Clem's truck, I noticed that Ford had offered some options that I was unaware existed. For instance the Hub-O-Meter on the spare wheel that doesn't turn. Or the hub cap clock. Apparently it tells time in different time zones depending on how far you pull into your parking space. Clem is always happy to explain all of the trucks "accessories" both subtle and obvious. My only concern was they started to make sense.



Clem's Hub-O-Meter – maybe Sandy uses it to keep track of him.



All in all it was a very successful gathering and I could see I was amongst people who have been good friends for a long time.

The Cab Has Landed

By Ken Burns – Image by Cliff Green

Another NVRG member in need and another work party to the rescue. This time it was Dave Gunnarson who needed an assist lowering his truck cab to the floor from its perch suspended from the ceiling in his garage. Two tall step ladders, three come-alongs and the crew below completed the task.



Dave welded up a special fixture to hold the cab while suspended.



The crew: Leo Cummings, Russ Brown, Bill Simons, Jim McDaniel, Dave Henderson, Dave Gunnarson, Andy Koerner, Bill Selley and Ken Burns.

HOLD THE PRESSES!



2018 Early Ford V-8 Club of America National Quilt



Early Ford V-8 Club of the World Quilt 1963-1993
See *V-8 Times* July/August 1994

In early America, the quilt was a necessary item of bedding for those harsh winters. Later, they became collectible and valuable works of art. More recently, the quilt has taken on a whole new meaning as a means of making a statement of world affairs.

Now it's time for the Early Ford V-8 Club to create its own quilt in commemoration of our upcoming 55th Anniversary. Plans call for this quilt to make its debut at the 2018 Grand National Meet in Dearborn.

This quilt will feature squares from Regional Groups throughout the world. Each of these squares will be individualized with the Regional Group name and location. Regional Groups are encouraged to decorate their square with scenes or details unique to their part of the world.

Your Regional Group is asked to submit a piece of 100% cotton material 12-inches square. Please allow a one-inch border to be used for assembly purposes. This will give us an 11-inch square Regional Group message. In that area will appear the name and/or logo of the group and its location. Various types of artwork are encouraged to decorate the square with some symbol(s) of the region represented.

Your Regional Group is encouraged to be as creative as possible, Here's a chance to get the quilters in your group involved.

Once the square is completed, please send it to:

Milly Scheidt
6558 4th Section Rd #211
Brockport NY 14420

We are asking that all completed squares be sent to Milly by **Sept. 1, 2017** to give us time to assemble the quilt top. We will then have it professionally quilted.

If you know how to sew and/or quilt, you are invited to participate in this unique project. Get an early start today. Let's see those pins and needles flying.

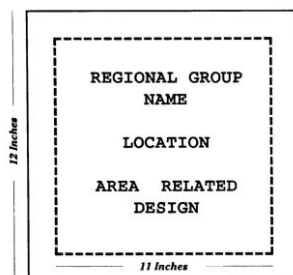
Also if you know of or use any professional quilt finishers, please send me their name, address, and phone number so we may speak to them about finishing our quilt.

If you have any questions, suggestions, or would like more information on this project, please contact:

Joyce Parsons (512) 515-5266 or E-MAIL: jnparsons1114@gmail.com

or

Milly Scheidt at the address above, millysch@frontiernet.net or (585) 748-1604





Expansion Soon Underway!

www.fordv8foundation.org



“THE FOURTH ROTUNDA!”

Ford built three versions of its famous “Rotunda”. The first one in Chicago for the 1934 World's Fair, the second a year later in San Diego, and a final version in Dearborn where it was redesigned in 1952. It was the fifth most popular tourist attraction in the country until it was destroyed by fire in 1962. We will soon see a FOURTH iteration of the famous Ford icon at the Early Ford V-8 Foundation Museum in Auburn, Indiana. We have hired a contractor and will begin construction this summer. We are scheduled to have an enclosed building by November. **We are Raising the Rotunda!!**

We still really need help paying for this huge project. We are currently \$500,000 short of our goal of \$1.9 million. As in any project of this scale, new costs keep coming in: Unexpected excavation is needed; Indiana law says we have to have final paving on parking lot; Things keep popping up that we were not expecting. That is typical. We are building a Museum for the ages. Many people have worked hard on this project for many years and many of you have been very generous with your contributions; but we are not quite there yet. Here's how you can help:

- **Buy the Foot.** You, your Regional Group, or your company can buy a square foot of the new building for \$150.00. If you buy a square yard, nine square feet, you will receive a beautiful pewter topper that was designed and made by David Sharp, our in-house master craftsman. A beautiful item!

- **Named Spaces.** For a larger investment, your family or your company can have its name permanently and prominently displayed on an area of the Museum. There are various levels of opportunity. The Art Deco entry way will cost \$175,000. The Rotunda roof detail will cost \$160,000. The Foundation Gallery will cost \$500,000. And there are more Naming Opportunities for yourself or to honor a loved one. Can you help? We would love to put names on these areas.

- **Donate Stocks.** The stock market is at an all time high. Now is the time to donate stocks to the foundation. You can take the tax break and we can sell them without paying tax. Several donors have done this.

- **Donate a Raffle Car.** We had a very successful raffle of Tom Johnston's 1940 coupe last year and raised \$40,000.00. We want to do this again. Do you have an early Ford that you would like to give us to raffle off?

Please consider a donation to this historic undertaking. Remember, we are a 501c3 organization that qualifies your gift as a tax deductible donation. Thank you so much for your support.

John Knecht, President EFV8FM



16th Annual NVRG Poker Run

Saturday, April 22, 2017

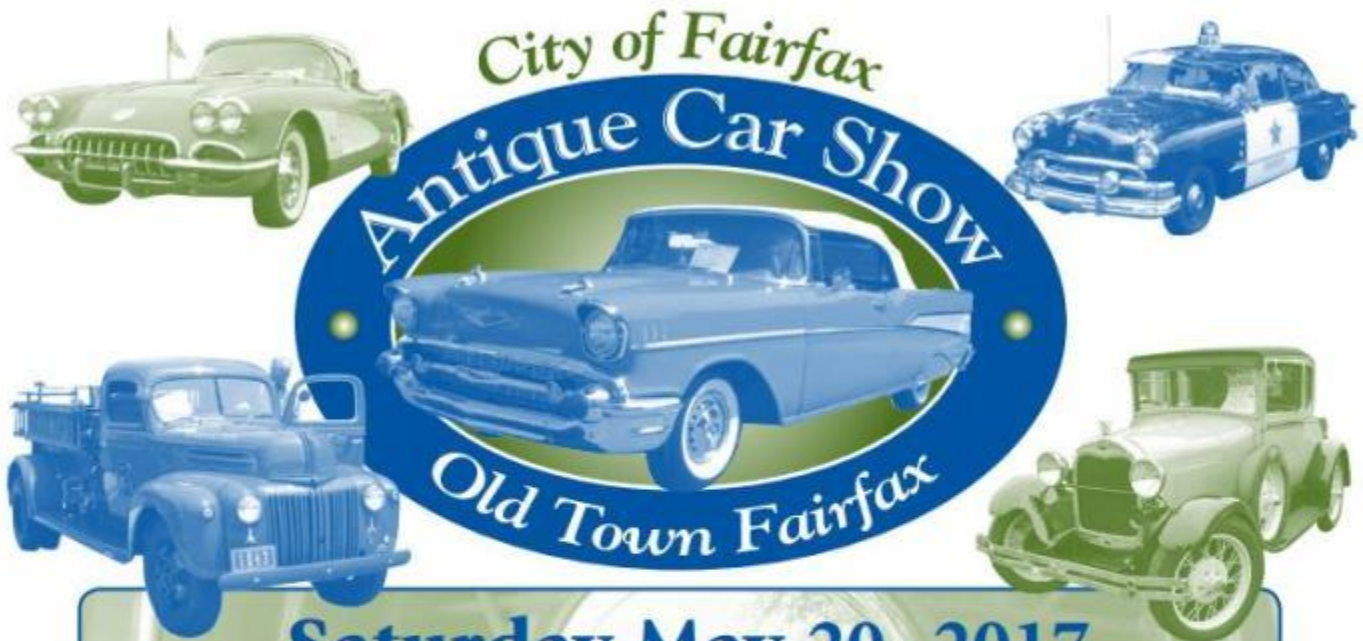
9:00 a.m. - Meet at Fair Oaks Mall at our usual spot across the mall perimeter road from the Marriott Hotel. After a short briefing and distribution of route directions, trivia questions and poker cards for the 1st leg of the run, the first V-8 will depart with remaining V-8s departing at approximately 5 minute intervals thereafter.

Here's your chance to dust off that V-8 after its long winter's rest and get it on the road again! If you don't have a V-8 or your V-8 is not up to it or for any reason, you can drive your modern vehicle but be prepared to explain why!

- ✚ We'll be travelling on some scenic country roads that have changed little over the years and there should see lots of beautiful spring blossoms to see!
- ✚ There will be several stops along the route where poker cards as well as trivia questions and directions for the next leg of the run will be distributed.
- ✚ We'll have lunch at a nice local restaurant at the end of the run and after lunch, we'll score answers to the trivia questions and determine who has the best poker hand(s). As usual, we'll have great prizes for both.

To sign up for this fun event or if you have any questions, please contact:

Hank Dubois (handcdubois@verizon.net or 703-476-6919), or
Jim LaBaugh (jlabough@verizon.net or 703-573-9285)



Saturday May 20, 2017

10:00AM - 3:00PM

LOCATION: CITY HALL

*(Between Rt. 123
& University Dr.)*

10455 Armstrong St. • Fairfax, Virginia
Historic Old Town Fairfax

Live Bluegrass Music & Food!



Presented by:
Northern Virginia Regional Group
of the Early Ford V-8 Club



City of Fairfax
Sundog Promotions

A portion of the
proceeds are donated
to the Armed Forces
Retirement Home
in Washington, DC

Come See the Model-T Ford Reassembled in 15 Minutes!



Disassembled 1926 Model-T Ford...



Getting it together...



SHE RUNS!

Saturday May 20th, at 1:00 PM

Don't Miss this Extraordinary Demonstration!

For more information go to: www.visitfairfax.com or www.nvrg.org – email: info@nvrg.org



West Friendship... 3rd Annual CAR SHOW

~ All Makes & Models Welcome ~

Antiques, Street Rods, Customs,
Trucks & Motorcycles



Sunday, May 21, 2017 8am-2pm
Howard County Living Farm Heritage Museum
12985 Frederick Road, West Friendship, MD 21794

Directions:

- Located across MD Route 144 from the Howard County Fairgrounds.
- I-70 to (Exit #80) MD Rt. 32 South to MD Rt. 144 West to Museum entrance.

- > Dash plaques are given to the first 100 registered vehicles.
- > Registration ends at 11:30am
- > 50/50 drawing to be held at 2:00pm - you must be present to win

Car Show Rules

- For Safety, show vehicles must have a fire extinguisher
- Safety of show vehicles is the owner's responsibility.
- No Alcoholic beverages & No smoking on grounds.

Note: Our annual July car show in Brookeville, MD has been permanently discontinued after 25 years. Now we can enjoy cooler weather, cool cars, and a great venue!

Information Contact: Al Zimmermann 410-560-0237; email: zimmcol@comcast.net (Subject "W Friendship show")

Registration Booth Opens at 8:00am - No 'Day of Show' Registrations Processed Before 8:00am

Registration Form - May 15, 2016 Mail to: Al Zimmermann - 12887 Eagles View Rd. - Phoenix, MD 21131

Please Print Clearly

Name _____ Email _____

Street _____ City _____ State _____ Zip _____

Vehicle(s):

Yr. _____ Make _____ Model _____

Yr. _____ Make _____ Model _____

Reserve _____ Car Show Space(s) \$12 ea. - **MUST BE RECEIVED BEFORE 5/1/17;** \$15 ea. At Show \$ _____

Reserve _____ 10' x 20' Vendor/Flea Market Space(s) \$12 ea. - **BEFORE 5/1/17;** \$15 ea. At Show \$ _____

Vendors, please state type of business _____ Food Rights Reserved.

Make Check Payable to: NCR EARLY FORD V8 CLUB - Forms available at www.ncr36.com

Free Spectator Admission & Parking
Door Prizes throughout the Day
Food & Cold Drinks
Picnic Area
Flea Market & Car Corral
VENDORS WELCOME

2017 AWARDS:

Plaques will be awarded to the top 40 vehicles selected by the judging team in proportion to the number and types of vehicles registered.

A portion of the show proceeds will be donated to the Howard County Living Farm Heritage Museum, a non-profit 501(c)(3) organization.



2017 Eastern National Meet

June 7-11

Chantilly, Virginia

Hosted by the Northern Virginia Regional Group #96

- **Welcome Party**
- **Tour Manassas National Battlefield**
- **Tour Smithsonian National Air & Space Museum's Annex**
 - **Concourse**
 - **Ladies Luncheon**
 - **BBQ Dinner & Tour Cross Farm**
 - **Tour Historic Virginia Country Homes**
 - **Tour Arlington National Cemetery**
- **Tour Smithsonian Museums on the National Mall**
 - **Awards Banquet**

**For further information contact Co-Chair
Bill Simons at (202 776-5030 or bsimons@rustinsurance.com)**

Registration Package from the 2017 ENM available at:

<http://enm2017.cornerstonereg.com/>

Also: <http://www.earlyfordv8.org/>



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)

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 (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 condition. Freshly painted gloss black and on my '51 until mid-1990s. \$100 for set. **1949-50 chrome fog light set.** Reproduction. Never installed or used. New condition, no blemishes. Includes set of clear and amber 6-V sealed beam fog lights, wiring, switch and bracket, and instructions. \$125. **"Universal" Turn Signal & Hazard Warning Switch.** Chrome, heavy duty, 7-wire harness, 2 green pilot lights for turn, 1 red pilot light for hazard. In-line fuse and installation instructions. Bought for my '52 F-1. NIB, never installed. \$20. Photos upon request. **Jim McDaniel**, 174shark4@gmail.com (C) 202-409-4459 (8/16)



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



8BA Radiator: Used original Ford radiator marked 8BA, will fit 49-53, but is 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 (07/16)



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



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



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

small parts. Prices negotiable. **Jim Tallant**, [301-843-0955](tel:301-843-0955). (04/16)



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



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



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

1940 Ford Brake Drums. I am looking for good, lightly used or NOS drums, that I can put to use. I know somebody has some lying around. Thanks.

Mark Luposello, drspdracer@gmail.com or 703-399-0999 (4/17)



Model A Pickup Bed: Any leads appreciated. Contact Nick Arrington – nta1153@verizon.net or 703-966-8422 (02/17)



For 1939 Ford: 2 axle shafts, left axle housing, radius rods, driveshaft and torque tube. **Mel Herwald** 540-925-2222 or mherwald@mgwnet.com 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 (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 (8/16)



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



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



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



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



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

THE SATURDAY EVENING POST

THE FORD BATTERY

... 13 plates

PACKED WITH POWER AND LONG LIFE

The Ford 13-plate battery fits many makes of cars and trucks. To all of them, it offers long and reliable service, at low cost.

In winter, when cold engines are hard to start, a weak battery may fail completely. The Ford battery is designed to give a continued flow of power, ample for starting an engine under the most severe weather conditions.

The Ford battery passes our exacting tests, which tax its capacity to a degree seldom reached in actual use. It has abundant structural and electrical strength to give excellent service over a long period of time.

Ford batteries are produced in large quantity. As a result, economies have been effected in their manufacture, and their price has been kept low.

The price is \$7.50. An allowance will be made on your old battery. It will take but a short time for any Ford dealer to install a new Ford battery in your car or truck.

\$7.50

The equipment of present-day cars is making increased demands on their batteries. Your battery, today, must be able to furnish power for used or Ford—lights, steering lights, interior lights, windshield cleaner, wiper blades and other accessories—and it must still be able to operate the starting-motor, ignition system, head-lights and horn, without fail. The Ford battery is strong and reliable ... designed for such service.

FORD MOTOR COMPANY



NVRG Calendar



<u>April</u>	
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: Modern Auto Painting. Chris Berry, Black Wolf Automotive – Refreshments: Jim McDaniel
12	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
22	Annual Spring Poker Run – see page 13 for more details so get those V-8s, 6s and V-12 ready to hit the road.
25	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>May</u>	
9	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ice Cream Social and Movie: “Live Another Day” – Bill Simons – Refreshments: Dave & Sarah Gunnarson
10	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
20	Annual NVRG/City of Fairfax Antique Car Show – see page 14 for more details. Point of Contact is Dave Westrate – contact him to volunteer
30	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
30	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>June</u>	
14	<i>NVRG Hosts the 2017 Eastern Nation Meet</i>
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: Our 2017 Eastern National Meet in Review – Refreshments: David Blum
14	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
27	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

Down the Road



- ✚ July 15 – WWII Living History Display at Oatlands Plantation
- ✚ 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 Continental



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