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Value Blatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
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May 2017

Ken Burns - Editor

APRIL'S PROGRAM

Modern Automobile Painting Techniques and More

By Nick Arrington



It's amazing what a little beautiful Spring weather will do. Just look at the turn out of our April meeting at Nottoway Park's Hunter House.

Guest speaker Chris Berry of Black Wolf Auto Specialties started with a spirited discussion of Modern Auto Painting techniques and materials. It should be noted that the club took a [tour of his facility in Woodbridge, VA](#), last November and Chris and his staff (totaling 19) specialize in just about any repairs or maintenance from basic stuff up to full frame off restorations of just about any make car or truck.

Chris stressed the importance of getting the vehicle down to bare metal which often takes abrasive grit sandpaper in the 40 grit range to initially remove multiple layers of paint while other old paint can often be removed in one pass with a straight edged razor. After getting the surface to bare metal and treating with metal prep chemicals he quickly wants the metal surfaces shot with an epoxy based primer to protect all surfaces while finish prep work is accomplished.

Black Wolf's shop uses mainly solvent based base coat/clear coat systems and occasionally single stage enamel; usually PPG products. Chris feels water borne paint will soon make a bigger impact in the market. They use no lacquer based paints but stated it is still available from certain jobbers. He also commented how

Paint continued on page 3

Up Front with the President



May 2017

The 2017 Eastern National Meet being hosted by the NVRG is now just six weeks away. All of the careful planning and preparation by a core group of club members under the leadership of **Bill Simons** will finally pay off. Now it is most critical that we have enough club volunteers to cover the many aspects of the meet. Bill will be circulating a volunteer list shortly outlining the many tasks by category for which we need volunteers. I want to thank the volunteers who have already stepped up to help.

Prior to the Eastern National Meet, **Dave Westrate** will again take the lead for our club in hosting the **20th annual City of Fairfax Car Show**. We are very fortunate to have had Dave at the helm for 20 years overseeing this important and rewarding club event.

Our April membership meeting was our first since February because the March meeting was cancelled due to snow. **Dave Gunnarson** enlisted Chris Berry, owner of Black Wolf Automotive, to speak at our membership meeting about the formation of his company and the types of work his company performs. Chris and his team are currently working on 70 cars. Refreshments and snacks were provided by **Jim McDaniel**. Thanks Jim.

The annual Poker Run led by **Hank Dubois** and **Jim LaBaugh** was a success despite the day long rain. The rain, however, did not dampen the comradeship and group lunch.

On a personal note, the construction of my new garage is complete. I've moved everything into the garage and unpacked some stuff that I haven't seen in years. As some of you may know, before relocating to Virginia from New York 24 years ago, I was a volunteer firefighter for 12 years. I attained the rank of captain and was assigned to a first due search and rescue engine. The fire service and the firematic equipment have always fascinated me. It so happens, about one year ago I mentioned to **Andy Koerner** my goal of owning a fire engine some day. About 3 months ago Andy called me excited to share that he knew of a 1947 Ford fire engine for sale. It had been in a little fire museum in Amissville, VA for many years. The owner of the museum was Paul Poling, one of the founders of the Amissville Volunteer Fire Company. As the story goes, Paul and a family relative drove to the upper Peninsula of Michigan to purchase the fire engine. It and two other fire engines were on display in his museum for many years. Needless to say, when I saw the fire engine I had to own it.

Interestingly, Paul Poling's older brother, Harold "Red" Poling, helped guide the Ford Motor Company through the recession of the early 1990s as its chairman and chief executive. "In the midst of huge losses, Mr. Poling joined other senior Ford executives in backing a \$3 billion program that produced the wildly popular Ford Taurus. We bet the company, Mr. Poling said in a Ford news release. It was a tremendous gamble, but it has paid off handsomely." He worked at Ford for 43 years before his retirement in 1994. Some of you may know that **Art Zimmerli's** farm, where some of our club picnics have been held, is a short distance from the museum. Art shared Paul Poling's obituary with me and recalls meeting Harold Poling at a fire department parade. It's really a small world.

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

Paint continued from front page

they have been able to obtain correct paint formulas off internet based painters.

Several club members commented on how the new base coat/clear coat finishes are way shinier than anything they turned out in the 1930s thru 50s and we were told that a wide variety of clear coats are now available which can diminish some of that shine to approach the original factory appearance. Chris commented on the staggering cost of materials with some colors of red pushing \$1,000/gallon and \$5,000 in materials alone not being unusual for a world class paint job. Complete paint jobs – soup to nuts, can run up to \$20K based on hundreds of hours of labor.

The discussion then veered off into questions centered around the restoration business in general and he related how his favorite projects are those vehicles which had been to numerous shops where a particular problem could not be corrected. He related how they often will get a vehicle in a partial state of disassembly when it's retrieved by the owner and then brought to them to be finished. One recent customer had spent in excess of \$100K for a car at a Barrett Jackson Auction only to arrive in VA with drivability issues which cost in excess of \$10k to repair. The same vehicle which was painted a stunning black later developed serious paint issues with the paint separating in sections which demonstrates how important surface preparation is in a quality paint job. What is under the paint is just as important as the topcoat.

Chris discussed the inability to hire experienced technicians in this field of work and how some "Master ASA" graduates just could not grasp the nature of their unique work. Black Wolf management relies more on training in house those technicians who demonstrate the precision, skill and patience involved in this style of repair. He closed the discussion relaying the fact that they are constantly looking to incorporate more services "in house" – such as specialized mechanical services and invited anyone in the area to stop by and visit the facility.

ACKNOWLEDGEMENTS

A Brick Dedicated in Memory of Buzz and Ginny

By Ken Burns

At our April membership meeting the NVRG acknowledged the decades long contributions of Buzzy and Ginny Potter to the NVRG and the old car

hobby in general. The NVRG Board of Directors commissioned a [memorial brick](#) in the Potters name for inclusion in the Early Ford V-8 Foundation Museum's Flag Plaza in Auburn, Indiana.



Sunshine Chair Keith Randall presented Bill Potter with a framed certificate attesting to purchase of the brick.



Keith presenting the certificate to Bill.

Shortly after the meeting Bill sent Keith the following thank you email:

"Hi Keith:

I just wanted to take a minute to thank you and the board for so graciously honoring my parents, Buzz & Ginny. I've never been to the museum but this certainly gives me an extra reason to go and see their in-loving-memory brick. Yesterday at our family gathering I passed the plaque around for all to see and my sister that lives in Ohio also plans to go see the Museum.

Keith, you completely caught me off guard or I would have taken the opportunity to shamelessly plug the Buzzy Potter Memorial Auction, so I'll briefly do it now: It will be no reserve, rain or shine, at their Potomac property on Saturday, Sept 30th with plenty of parking on site. A dozen cars are up for grabs along with tons of car parts. The contents of their large home will also be auctioned. More information

will follow.

Thanks again to the Board for honoring our parents,
/s/ Bill Potter

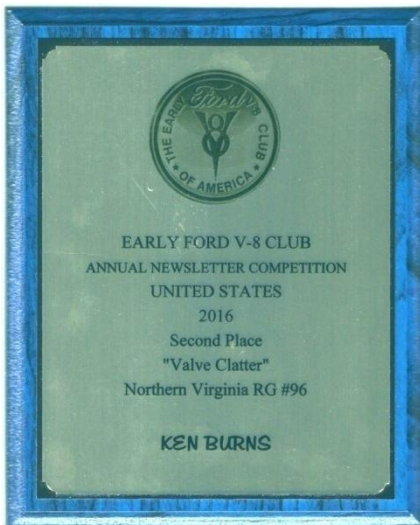
Valve Clatter Recognized

By Ken Burns

Also at the April membership meeting NVRG President Joe Freund announced that the National Club has again recognized our *Valve Clatter* as one of the best Early Ford V-8 newsletters. He presented the Second Place plaque to Ken Burns.



Ken received the plaque from President Joe Freund and thanked everyone for their numerous articles and thoughts during the past year.



The *Valve Clatter* has consistently been a "Top 5" newsletter since 2010 and this year Cliff Green and the NVRG's website also took Second Place in the National Club's newly instituted website competition.

ANNUAL POKER RUN

What's Little Rain Among Friends?

By Cliff Green – pictures by Editor

A little rain did not deter a group of NVRGers determined to participate in the club's 15th Annual Poker run on April 22nd.



Not a V-8 in sight and only one vehicle wearing a US name badge.



Wayne and Jane Chadderton are in the foreground as Hank Dubois hands out route instructions to Helen Burns, Cliff Green, Cindy Dubois, Frankie Martin (hidden behind Hank) and Frankie's grandson Wyatt,

Those who have not yet experienced **all** the scenic byways of Virginia were not going to miss this adventure no matter what the weather was like. The route was scouted out in advance by dedicated tour guides Hank Dubois and Jim LaBaugh who drove the roads twice to make sure there were no dirt roads and to accumulate trivia questions.

So, a stalwart bunch departed Fair Oaks Mall (in modern iron) at five minute intervals to follow a detailed route out into the Northwest environs of Virginia.

Part of the fun and frustration was answering the trivia questions along the route. One had to be alert to find the answers. Some were obvious, others were a bit or even very obscure. It was helpful to have a passenger to read the directions and keep track of the questions. Some of the trivia answers were vigorously contested after lunch, but the judge's (Jim's) decision was final. That is part of the fun to try to frustrate the judge to make an exception to an answer. How about the name of the creek near the Middleburg Academy which was "no name", or how old was the Wilson Store? – "Old."

One discovery that everyone mentioned as not having visited before was the quaint and lovely village of Lincoln near Purcellville. Also, something never seen before by some was a manure spreader that was the "interesting piece of equipment rusting in a field."

A poll later determined that most made a wrong

or missed turn somewhere! The tour did take us on some absolutely stunning country roads that I intend to travel over again to show Sandra, who was not able to attend. Bill Selley wound through the curves and hills enjoying the performance of his Mini Cooper while I hung on.

We ended up in Warrenton to eat at the Black Bear Bistro. The trivia questions were answered and there was a tie with 23 correct out of 30 – the Green/ Selley team won the coin flip for the \$50 cash prize with the Harrington/Pickett team getting the \$25 cash prize. The poker hands were played out and another tie resulted in another coin flip that awarded Dominique Pickett the \$50 and Wayne Chadderton the \$25 prize.



You could almost feel the tension in the air during the coin flip.



Dominique opens the envelope with the crisp \$50 bill inside.

Other participants were the Chaddertons, the Burns, the Dubois, the Simons and Frankie Martin and his 16 year old grandson, Wyatt. Wyatt lives only a few miles from the Black Bear Bistro and commented that it “took us just about 4 hours to travel to a place that would have only taken 45 minutes if we’d taken the normal direct route.” In spite of that, Wyatt said he was looking forward to going again next year with is grandfather.

WELCOME TO THE NVRG

Keith, R. Payne II

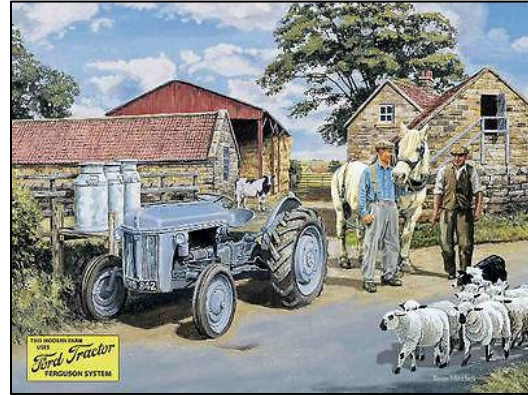
P.O. Box 490

Purcellville, VA 20134

571-442-0625 (home and mobile)

kpayne@olddominionoyster.com

1940 Ford 9N Tractor



Tom Graham

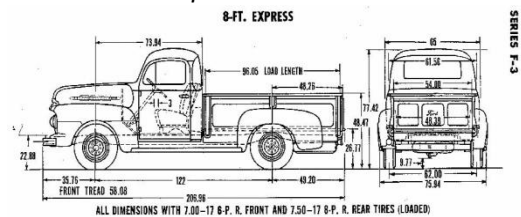
13409 Woodbridge Street

Woodbridge, VA 22191

[703-946-4725](tel:703-946-4725) (home and mobile)

tkbr246@gmail.com

1950 Ford F-3 Pick Up Truck



HELPING HANDS

My Steering's Finally Fixed!

By Jim McDaniel

Allow me to refer you to the December *Valve Clatter* where I reported on the installation of my new overdrive transmission and our road trip to Graves Mountain Lodge. On the return trip from the Lodge, after a bolt sheared off, my steering box broke loose from its support bracket on the frame. I'm happy to report that I've replaced all three bolts. Problem fixed? Well... almost...



The bracket that holds the steering box to the frame is secured with two rather heavy-duty RIVETS, not bolts, and in checking that bracket, it was evident that the rivets were also starting to loosen. The bracket could be moved back and forth just a

little bit, but I'm sure after awhile, that little bit would become a little bit more. I mention this in case any other of you Shoebox owners out there have this same problem with the steering box. You'll want to check the bracket that secures the steering box to the frame very carefully.

I mentioned this in a club e-mail, and Dave Gunnarson immediately offered to weld the bracket to the frame for me. I took the car to Dave's house and, presto, within 15 minutes or so, the loose rivet should never again be a problem.

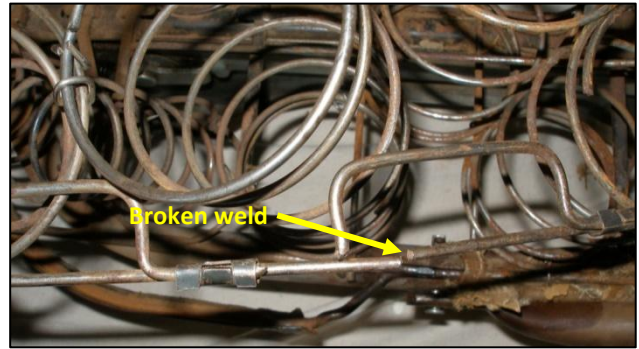


It seems all you have to do is mention a problem with a car in this club, and almost immediately members of the club respond with offers to help. This is just the latest example of this. Thank you Dave for your help!

"The Journey of a Thousand Miles Begins With One..." BENCH SEAT!

By Gay Harrington

The original bench seat in my 1949 Ford F-1 was a mess when I bought the rusty relic in the Fall of 2012. Among its many challenges, it had a ratty, ripped seat cover—and for a good reason. There was a big hole in the vinyl seat covering, the stuffing was spilling out, and the frame holding the springs was broken in two places!



When the truck underwent restoration, this original seat was taken out and replaced with another. I had the original seat sent back with the restored truck because I wanted to re-upholster it in the correct style and eventually sit on the same seat everyone before me had used. "How difficult could it be to re-do a bench seat?" The answer brought me to yet another example of my confidence exceeding my ability—and another fun EFV-8 learning experience.

I took the old seat outside and started pulling it apart, hoping nothing living or dead would greet me. I was lucky—just burlap, mice droppings, torn newspaper pieces, and disintegrating cotton batting. Dressed head-to-toe in my Home Depot best: white hooded jumpsuit with booties, gloves, mask and eye protection; and armed with a sharp box cutter, I went to work.



Eviction time at the mouse condo.

Once the materials were all off, I cleaned the frame and each spring with a solution of white distilled vinegar and water using fine steel wool. The surface rust came right off and I was glad to see the metal was in good shape for its years.

As for the identified broken areas, Dave Gunnarson came to the rescue with his welding skills and equipment. I took the seat to him and in a matter of minutes he repaired the broken pieces.

Dave made it look easy, but the breaks were clean and they were both on the driver's side where they'd have to hold. Dave made sure they would hold.

With these critical repairs done, I wiped all the metal down again and sprayed the interior with clear Rustoleum. I painted the frame with black Rustoleum. Next would be the part I was least comfortable with: the upholstery.

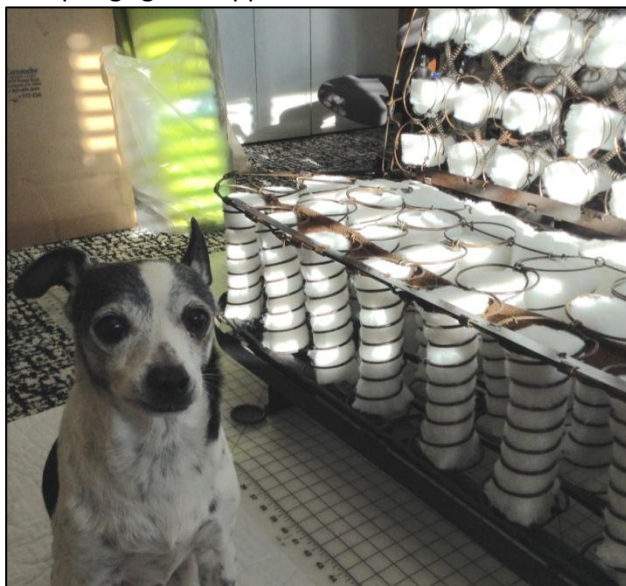
I ordered a black vinyl seat kit and quickly found that the instructions were little more than a packing list to assure all items were included. The small metal hog ring pliers looked like something out of a child's first toolbox. I called Ken Burns for advice, as I knew he had upholstered his '41 Woodie seats. He warned me not to rely on their pliers. Then he loaned me his larger pliers with red vinyl grips, which saved me from both blisters and frustration.



Ken also sent me detailed photos of his work and I discovered that the burlap I'd destroyed with my box cutter actually had a pattern to it. Oops! I hadn't taken each spring off the frame to see a pattern (too late now). My plan was to stuff *all* the springs, top and bottom, rather than half the bottom springs, which is how it came from the assembly plant. Then I would somehow wrap all the seat bottom springs in burlap. I'd leave the back springs stuffed but not wrapped. I knew both top and bottom would also have layers of batting on them.

With my "shadow" (17-year-old rat terrier dog) supervising me, I spent days cutting and stuffing the springs with mildew-resistant batting, cutting the burlap, wrapping a piece around each individual spring and stitching it to hold. In my world I'm used to living without "pristine" or "perfect" at times, and I could see from my stitches, this would be one of those times. In some places I used Velcro to hold the

burlap "canister" together. This was not historically correct, but the Velcro worked well in tight spots. The work was slow and tedious, and I realized I should enjoy every minute of this job because I might never do it again. So the music went on and the springs got wrapped.



Putting the old metal grid and the flat layers of new batting on top of the seat was easy. The vinyl and hog rings were another story. I was working on the floor—something that I wouldn't do again because I don't have legs of rubber or a spine of steel. That aside, I didn't realize the role compression plays in getting the vinyl to stretch. Directions in the box and on-line fell short of making this clear to me. I thought the kit I'd ordered was smaller or cut differently than the original seat pattern. It wouldn't reach over the top metal rail or around the bottom fully. Even with a full-size adult sitting on it, I couldn't get the vinyl to reach.

Well, all I can say is I did the best I could, and was feeling pretty good when I loaded up the finished product to take it to Cliff Green's house. He'd assembled a team to address my transmission problems (January 2017 *Valve Clatter*) and they agreed to replace the current seat for the re-done original. They had to take the current seat out anyway to get to gain access to the transmission. After Cliff had the truck and time to look things over, the call came in:

Cliff: "Gay, who did your seat cover? It's a mess."

Me: "That would be me. First-time effort."

Cliff: Long pause... "Oh." Shorter pause... "Well, I'll call Burns. He's done these. He can straighten

this out.”

Me: “Okay. I appreciate the help, but if Ken’s busy...”

Cliff: “Can’t go in the truck like this.”



Whatever Cliff told him, Ken took it on—and I’m very glad he did. What a difference a full-size raised bench work area, some furniture clamps, and years of prior experience made in the final outcome! The vinyl pattern was, of course, just the right size. It needed more compression applied and steady than I knew how to do. I also didn’t have the proper tools for the job, but the knowledge does precede the tools! Ken patiently showed me how to upholster the seat. He ended up taking all the vinyl off, and we started with the layering and covering all over again.



Ken removed a hundred or so hog ties, and he’s still finding pieces in his garage. As always, though,

Ken accomplished the mission with success: the final result speaks for itself.



It’s one beautiful, period-correct bench seat! Not only that, the adjustable seat lever works, so I can now reach the accelerator, brake, and clutch without sitting on the edge of my seat anymore.



Finished product being installed in the Budster by Hank Dubois, Cliff Green and Bill Selley while Ken Burns watches.

“Budster” and I would like to thank Ken Burns, Dave Gunnarson, Cliff Green, Bill Selley, Hank DuBois, and Keith Randall for all their help and expertise. We’d also like to thank Helen Burns for her hospitality and encouragement. Without all of them, the bench seat replacement wouldn’t have happened the right way, and the learning process would not have been so enjoyable. What a great club!



Gay is all smiles sitting on the newly rehabbed seat for the first time.

EMAIL BAG

Movie Time for the Old Sheriff's Cruiser

By Jim McDaniel

A few months ago I received a phone call from a woman asking if I was the guy who had an old police car. I told her yes, and she said she was looking for a police car to be in a "thesis film" for an American University graduate student. I e-mailed her a few photos of my cruiser, and she loved them. She said it would be perfect.



She had gotten my name and number from "someone" (I don't recall her saying from whom) and the car would only be needed for one day in one segment of the film. The film's writer/director is a Master of Fine Arts candidate studying Film & Electronic Media at American University, as is another student who is the film's producer. This film is a period piece and is a major contributor to their graduate degree thesis, thus answering my unasked question: "What is a thesis film?" My segment of the film was to take place in the 1960s at the "29 Diner" on Lee Highway (Rte. 29) in Fairfax City. It was filmed on March 20th.



The film, entitled "Riverment," focuses on the civil rights struggle for Blacks in the 1950s and '60s, and the storyline traces the racial injustices and traumatic experiences during this time. In the film, a woman who

was a civil rights activist bonds with her granddaughter, sharing stories about her past.

From a promotional write-up for the film, it says that it "...is a compelling short film that explores the evolving fight for Black rights in America and how it affects family through generations. Focusing on the dynamic relationship between a grandmother and her granddaughter, this film centers [on] women and showcases how women have always been, and will continue to be, in the forefront of the movement."

My segment of the film takes place in the 1960s and captures the confrontation between the police and Black civil rights activists who attempt to be served in a "white's only" diner.



I was frankly surprised at the level of graphic violence depicted outside the diner, with my cruiser playing a major part, but I have to admit it probably was not overplayed. Things like that indeed took place in the 1960s, but in today's "changed times" it was a bit jarring to see it played out quite so realistically (by actors of course), but still played out.



There was one other police car there, a 1968 Plymouth black-and-white reproduction of a "One Adam 12" California car, privately owned by a Manassas police officer. In chatting with him about my '51 being really too old for this shoot, he said many police departments kept their cars for 15 or more years back then, so I guess it wasn't totally unrealistic.



Because of the difficulty of capturing the scenes without showing any of the many modern cars on Lee Highway, their on-site decision was to shoot all the outside diner police scenes at a low camera angle, and both police cars were to be stationary for the shoots.



Had there been any driving scenes, they were going to fit me with a police uniform and I would do the driving, with an actor as the second officer. I'm not sure these college kids knew how to drive a standard three-speed on the column, and didn't want to chance it. But with all scenes stationary, I wasn't needed and became merely a spectator. As is the case in all the movie productions I've had the opportunity to witness, each scene had many re-takes. I was there for about six hours, finishing up around dinnertime.



It was a very interesting afternoon, but I cringed a bit at every re-take of the police treating the civil rights activists as they did, with billy-clubs and boots. It indeed brought back some memories of how it was from my high school and college years in the 1960s.

Getting All Jacked Up

By Cliff Green

The guy that pumps out my septic tank dropped by and gave me an old floor jack that one of his customers did not know what to do with. It was dirty and greasy and didn't look like much, but had some movement. Sure, I'll play with it.

After an internet search, I discovered that it was a Walker Roll-A-Car 740 of 1930's vintage, of the mechanical type, with a 5 ton capacity! The hydraulic versions did not appear until 1933-4. It weighs 120 pounds and has a lift of 18 inches.

I commenced to take it apart and found that all the bolts came off without soaking. Once apart, after taking numerous pictures and notes, I media blasted everything and painted it with red Rustolem. I found a date stamp that indicated it was made in October 1926!

I lubricated all the moving parts with moly grease and reassembled. It now works perfectly. The handle can be set in three positions and folded forward for storage. There is a wheel on the side that can raise the lift quickly to position it. Then the handle is moved up and down a click at a time to raise it. To lower, you shift a foot mounted lever and ratchet it back down with the handle. See one in action on this YouTube video:

<https://www.youtube.com/watch?v=efU5u9hW7bM>

It is a neat mechanic device that will see service in my garage.



Ya Gotta Start 'Em Young

By Jim McDaniel

My grandson Robbie (11-years-old) was helping me put my old car up on jack stands. Granddaughter

Stella (6-years) wanted to help too and wanted to jack up the car by herself. UGH, Hard work! Robbie had to step in and help.



Helping Grandpa looks like fun. Let me try.



Grandpa made this look so easy!



Teamwork gets the job done.

Get the young ones interested!

LOTS OF NEAT STUFF AVAILABLE

I don't normally run ads for upcoming auctions and cars separate from the our NVRG Automart section but this month an auction and three vehicles came on the market that I felt

deserved more coverage than normal.

Editor

Buzzy Potter Memorial Auction

It will be a no reserve auction, held rain or shine, at their Potomac property on Saturday, Sept 30th with plenty of parking on site. A dozen cars from Buzzy's collection are up for grabs along with tons of car parts. The contents of their large home will also be auctioned. [Steve Dance](#), will be our auctioneer. Check his website as we get closer to the date for a listing of items. I'll provide more info for inclusion in the *Valve Clatter* as it becomes available. Details of the auction will also appear in Hemmings. **Bill Potter** - Oldcarbilly1@gmail.com

'40 Ford Convertible in Same Family Since New

By Jim Crawford



Most antique vehicle owners know very little of the history of their prized possession. But sometimes we make a lucky find, and this is the story of one 1940 Ford Convertible as told by family members.

It's hard to imagine now, but in 1925 the only woman in the graduating class of Johns Hopkins School of Medicine was a Miss Harriet Guild, then turned Harriet Guild, M.D.

Harriet Griggs Guild was born in Windham, Connecticut in 1899. She received an A.B. from Vassar College in 1920 and graduated second in her class from Johns Hopkins School of Medicine, class of 1925.

Upon graduation, being a woman in a "man's" profession of the time, she was unable to find a suitable position and so Johns Hopkins hired her. As a medical researcher, professor and physician at Johns Hopkins Hospital for 37 years, she played a major role in saving the lives of many children

suffering from kidney disease. Now that's the place the 1940 Ford Convertible comes in.

In 1940, a family whose child Dr. Guild had treated was so grateful that they gave her personally \$400 to put toward a new car to replace the old Ford Model A she was still driving. The \$400 was about half of what the new '40 Ford Deluxe Convertible cost. So Dr. Guild purchased a beautiful maroon one from a local Baltimore Ford dealer, Talbott Motor Co., and drove it until giving it to her nephew in Connecticut in the early 1950s.

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TALBOTT**
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all makes and models

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3339 GREENMOUNT
Hopkins 7-4504

Since Dr. Guild was barely 5 feet tall, she had the dealer install blocks on the pedals. The nephew still has the car! The '40 returned to its home state when he moved to Maryland and Aunt Harriet lived with the nephew's family until her death in 1992 at the age of 92.

The '40 enjoyed a professional frame-off restoration in the early 1980's including a color change to the correct '40 green, LeBaron Bonney leather interior, Ford factory rebuilt engine, etc. It is still in very good condition, although now showing "sitting wear" since not being driven since 2000.

In the family for 77 years, they have decided to part with Aunt Harriett's '40 Convertible and are looking for a good home for it for a reasonable offer. Contact Jim Crawford for details. 301-752-0955
jimc1936@gmail.com

1949 Ford Custom Station Wagon: excellent original body with typical need for front floor pan replacement. It has been in dry storage since 1988. It has exceptional rust free rockers. Clear Minnesota title.

Missing radiator, transmission, and of course the wood, but is a roll-able vehicle. Engine block is in vehicle, condition unknown. Mileage on odometer is 45,556.



Sale includes:

- very good complete spare tire cover
- all 3 seats (2nd and 3rd original material)



- new reproduction (Carpenter) rear floor mat (wagon only)
- complete set of side belt molding stainless
- good hood and excellent hood ornament with center stainless
- reproduction wood kit for tailgate
- NOS grille kit 8A-8242, 8A-8243, 8A-8214, 8A-8150, 8A-5151, 8A-8217, 8A-8216
- very good 3 piece rear bumper and front bumper
- the hard to find interior wood stainless edging
- extra set of very original 1949 doors
- early take-off driver's door frame wood
- NOS interior mahogany paneling direct from Iron Mountain plant – LH & RH inner door mahogany panels, 2 RH rear inner panels (reversible for LH side)



Located in New York. Call **Cliff Moebius** at 516-333-3797



Another Barn Find?

Courtesy of Art Spero



- one NOS door scuff plate
- extra radio and NOS wood grained speaker grille
- ready to install front apron assemblies (8BA-16055 left & 8BA-16054 right)
- NOS front engine splash pan 8A-16550
- NOS radiator hood panel 8A-8162
- NOS outside door handle and very good second door handle
- Great set of hubcaps and beauty rings
- Extra set of used front fenders, and much more!
- Also included is a 1950 Ford Station Wagon frame with great body brackets (roll-able also)

Don't we wish!!! This is actually one of the dwarf cars created Ernie Adams for his [Dwarf Car Museum](#).



Still not convinced?

If you are looking for a woody to restore or one to modify, this is a great starting point. \$15,000
Firewall stamping A 15323 (February 1949 build date)

Contact **Bruce Nelson**, 651-482-8940 Minnesota

1934 Three Window

California "Black Tag" car. This is a rust free 3 window coupe, just out of decades of storage. The owner just got it running, and it runs smoothly.



Be sure to check out the 1949 Merc "James Dean" style custom and the many other dwarf cars Ernie has crafted – and all of them are driveable!

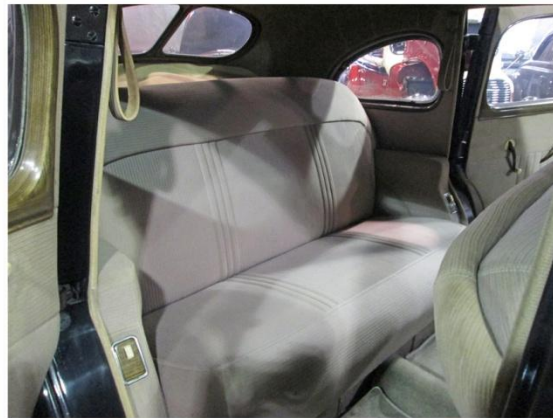
Breaking News! Huge Raffle Announced

Bob Malley of Rochester, NY, recently donated an original 1939 Mercury Fordor to the Foundation Museum to be used as a raffle car. Bob is past President and a current Trustee of the Foundation Museum.

This beautiful Rouge 1939 Mercury Town Sedan will be raffled off to raise money for the planned expansion of the Foundation Museum in Auburn, Indiana.

The drawing will be held October 6, 2017 DURING the Hershey Swap Meet. Dennis Carpenter has generously given us use of CT and CU 72, which is right near his big tent. Because of a change to the Indiana Gaming rules, the drawing has to take place in Auburn. But we will be on the phone while the drawing takes place and will announce and post the winners at our spot in Hershey. There are actually THREE prizes: The Grand Prize of the '39 Mercury OR \$10,000; 2nd Prize of \$3,000 cash and 3rd Prize of \$1,000.

WIN THIS CAR

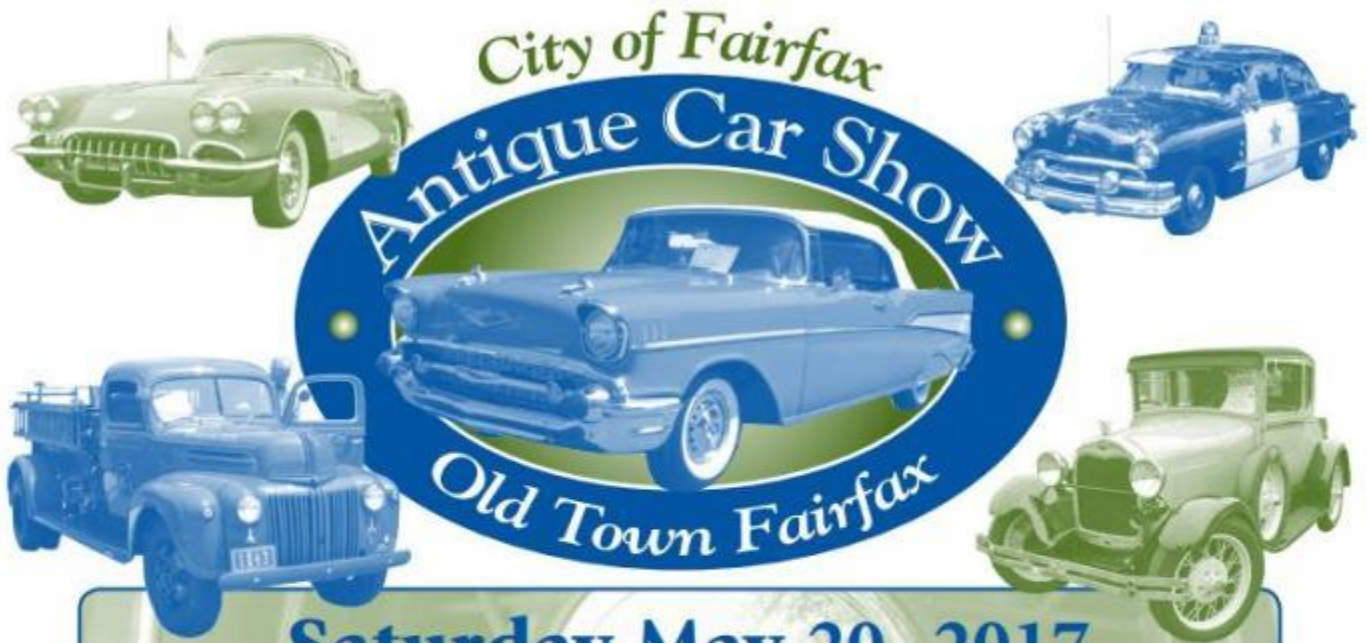


**1939 Mercury Fordor • 45,000 Miles • Meticulously Maintained • Has Original Ford Script Spare
Smooth Running 95 HP Flathead V-8 • Great Family Touring Car • Winner has Choice of Car or \$10,000
2nd Prize: \$3,000 Cash • 3rd Prize: \$1,000 Cash • Drawing Oct. 6, 2017 • Need not be present to win**

Tickets \$10 each

License # 142172

This link <http://fordv8foundation.org/39merc.html> will take you to the Foundation Museum website raffle info, as well as a ticket order form that can be used if you want to purchase tickets using a check. Please note that we can take DEBIT CARDS but NOT Credit Cards for raffles in Indiana.



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



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)



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



49-53 Ford & Mercury Engine Parts: Nearly all parts available: Heads, manifolds, crankshafts, rods,

camshafts & valve parts, oil pans & oil filter housings, front covers, water pumps, bellhousings, ignition, etc. No Mercury crankshafts or oil pans. Dirt cheap! **John Ryan**, 301-469-7328, john@ryanweb.com (07/16)



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



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



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



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

1933 Ford Crank Extension – Part # 17049 – not sure of the prefix but needs to be approximately 18” long. Also need the handle which doubles as a lug wrench. Ray Lambert, mp5ford@hotmail.com or 703-491-4471 (05/17)



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@cabelfirst.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@cabelfirst.net or 804-776-7597 (12/14)



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



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





NVRG Calendar



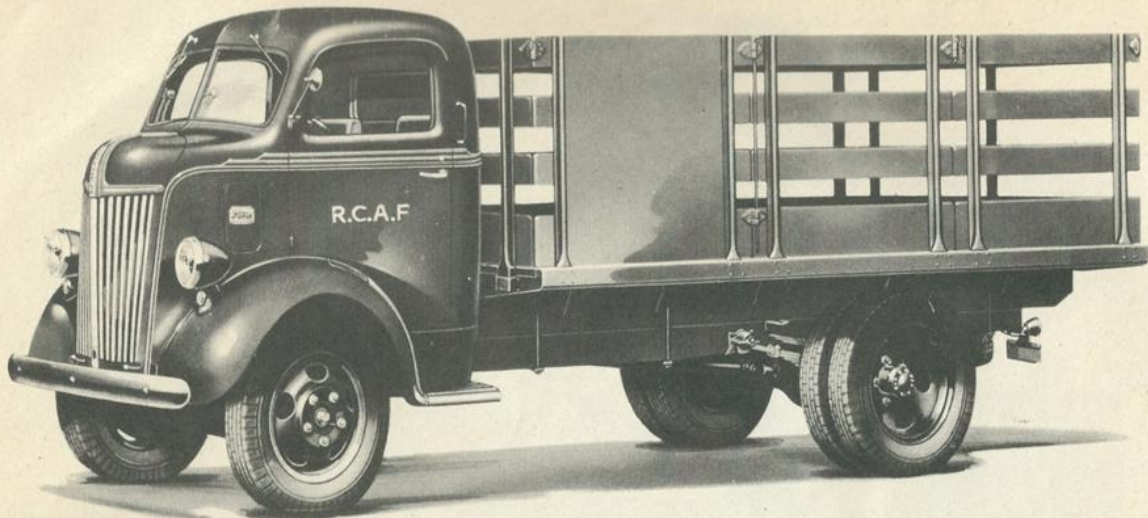
<u>May</u>	
9	Membership Meeting – 7:00 pm – Nottaway Park – Program: Rare/Unique Ford Parts and Tools – members are invited to bring items to share – Refreshments: Andy Koerner
10	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
20	Annual NVRG/City of Fairfax Antique Car Show – see page 15 for more details. Point of Contact is Dave Westrate – contact him to volunteer
21	West Friendship 3rd Annual Car Show - see last month's <i>Valve Clatter</i> for details.
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>	
7-11	NVRG Hosts the 2017 Eastern Nation Meet
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: “ Live Another Day ” video and 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 .
18	Sully Plantation Father’s Day Show – a great three generation event for the whole family. Let’s meet in the shade of the giant oaks near the kitchen for camaraderie and a picnic.
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
<u>July</u>	
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: Stainless steel repair and polishing – Thetan Ogle – Refreshments: Gay Harrington
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 .
15	WWII Living History Display at Oatlands Plantation – questions? Contact Hank Dubois
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

Down the Road



- ✚ **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 1942 Ford Trucks



Cab-Over Engine Truck (R.C.A.F.)



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