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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. 8

August 2017

Ken Burns - Editor

Oatlands Celebrates Veterans Under the Magnolia Tree

By Clem Clement and Jim Gray



At O-nine hundred hours or thereabouts, Gay Harrington, Jim McDaniel, Hank Dubois, Leo Cummings and I gathered at the Fair Oaks Mall parking lot for our tour. It was clear and warmish as we down Route 50 and Route 15 to the beautiful Oatlands Historic House and Gardens. We were directed to park around the circular driveway in front of the mansion, and were joined by John Sweet, Don Pauly, Wayne and Jane Chadderton, Steve and Art Zimmerli and Jim and Kathie Gray.

The Oatlands Plantation was purchased by prominent Washingtonians William Corcoran Eustis and his wife Edith Livingston Morton Eustis in 1903 as a country retreat. Through their efforts the plantation house and gardens were restored to their former glory. In 1964 the Oatlands House, its furnishings, and the surrounding 261 acres were donated to the National Trust for Historic Preservation by the Eustis family.

Our mission was to help Oatlands commemorate 100 years since WWI and 75 years since WWII at their "From the Front Lines to the Home Front: Oatlands and WWI and WWII" event on Saturday, July 16, 2017. Military displays and vehicles were located near the carriage house, and numerous special displays of personal family memorabilia were located throughout the mansion. President Franklin D. and Eleanor

Up Front with the President



August 2017

I'm still attending to some pressing family business and don't have a President's message for this month, but here's some important items.

Best Regards,

Joe

WELCOME TO THE CLUB

Jim & Debbie Overson

Leesburg, VA

whyforjim@gmail.com

H: 703-443-1963 – C: 703-731-1416

Maroon 1940 Deluxe Coupe



The Oversons' sweet '40 Deluxe Coupe at Oatlands where they joined our club.

2017 ENM MEET GOODY BAG ITEMS

For NVRG Members and Friends:

1. Craftsman Tool Bag - \$5.00 (Reg. \$10.00 at Sears)
2. Meet Gearshift Knob - \$5.00 (Usually \$15.00 or more at other V8 Meets)
3. Meet License Plate Topper - \$5.00 (Similar items go for \$10.00 or more)

4. Compact LED Flashlight w/Clip & Magnet - \$5.00 (Great item for your V8 Emergency Tool Kit)
5. Meet Pin - \$1.00 or free w/purchase of one or more other item(s)

Contact Hank Dubois at handcdubois@verizon.net or 703-476-6919 (H).

Items can be picked up at Hank's home or at our monthly membership meetings. If you would like merchandise shipped to you, shipping costs would apply.

FALL IS RAPIDLY APPROACHING

- ✚ Cliff Green and Jim McDaniel are working on our 2018 NVRG club calendar. This will be the 13th consecutive year we've published a club calendar! They still have room for a picture of your prized 4/6/V-8/12 cylinder Ford product. If your car hasn't been featured in a previous calendar send them a picture of your vehicle. The picture should be 1 meg resolution or larger, include no people unless in the background and be in an interesting setting. Send you pictures NOW so they can have the calendar ready in time for Hershey. Here are some previous [calendar pictures](#).

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

Oatlands continued from front page

Roosevelt; President Harry S. Truman; General George C. Marshall; and Henry Cabot Lodge were all frequent guests at Oatlands before and during WWII.



The Garden buildings include a gardening library that is open to the public.

We grabbed our chairs and stuff and gathered in the deep shade under a huge magnolia tree. Gay brought a banner which Wayne hung on his pop-up tent for all to see. (I understand all things Wayne are owned by Jane, but I dunno.) We lounged about all day long talking cars with the many visitors and just resting.



Kathie Gray, Art Zimmerli, Jane and Wayne Chadderton, John Sweet, Hank Dubois and Steve Zimmerli relax in the shade of the magnificent magnolia in front of the mansion.

Several toured the mansion and all visited the military displays and booths on the property. The “Pop-Pop” kettle corn folks were there so we stuffed ourselves. The invited chow truck did not show, so Steve Zimmerli and John Sweet drove to Leesburg and brought back fried chicken and pizzas. Mighty fine of them.

Several of the military jeeps (one of which was a Ford-built GP) brought visitors to our circle. In the display area, I helped a 97-year-old dad get a ride in one of these jeeps. He was thrilled. I asked his daughter if she wanted to ride with him, but she declined saying “this is so special for Dad and he needs to be with his uniformed brothers.” (Just then I got something in my eye.)

Dad had been stationed at Luke Field during the

war teaching fighter pilots, which those of us who flew know was an impossible task.



Check out the re-enactor in the wool uniform behind Dad.



A good time was had by all.



Especially Clem!

Second Mission to Oatlands

By Ken Burns

The follow-on forces rendezvoused at Fair Oaks Mall on Sunday at 10 hundred hours for the mission to Oatlands. The weather was CAVU (clear skies, unlimited visibility) with low humidity and a gentle breeze. Our group was much smaller on Sunday consisting only of Hank Dubois as Flight Leader in his nimble little '35 Three Window Fighter and Pilot Ken Burns and Co-Pilot Helen Burns in the '41 Maple Bomber with Keith Randall riding as our Waist Gunner in the middle seat. After we safely landed at Oatlands Don Pauly arrived in his '41 Continental VIP Transport.

We parked our three cars adjacent to the mansion's front steps and decamped to the shade of the magnolia tree. We were the only three civilian antique cars there but the Oatlands staff were very please to see us and expressed a desire that we participate in this event next year. Helen and I toured the beautiful gardens and then the mansion which had been specially decorated with artifacts and displays to reflect the theme "From the Front Lines to the Home Front: Oatlands and WWI and WWII." As I looked into the library a couple of things caught my eye. The first was a US Navy khaki blouse with ribbons and Aviator Wings draped over the back of a chair.



Fleet Admiral Chester A. Nimitz in a khaki blouse during WWII. In this picture he was an Admiral (4 stars). He was promoted to Fleet Admiral (5 stars) in December, 1944.

I found it odd that a Navy uniform was part of the display rather than an Army uniform because the

Eustis' only son, Morton, was an Army officer who was killed in December 1944 while serving in the European Theater of Operations. I never did find out why the Navy uniform was on display. The other item of interest was a display and articles about Yeoman (F) (also known as Yeomanettes) in WWI. My interest stems from the fact that my maternal grandmother served as a Yeomanette in the Boston Navy Yard during WWI, was awarded veteran status and entitled to VA benefits. She is listed in the database in the [Women in Military Service for America](#) Memorial at Arlington National Cemetery.



My grandmother, Gladys Dill Salta, is second from the right in the first row.

OUT AND ABOUT

The Damascus Cruise-In – July 8th

By Clem Clement

Fun show at the Damascus cruise-in. Easily 100 cars and a good sized crowd. This event was free to enter and garnered a good sized crowd. I arrived about 8:30 am and left at noon. The flow in was continuous all morning. There were several booths for food, fleas, shirts, and baseball caps. Tommy and Carol Terko and Milford Sprecher were there. The Take-apart T was drawing a large crowd as were the several military vehicles.



I didn't see these guys at Oatlands on Sunday; maybe they were there on Saturday. (Ed.)

Four real Model A's, several modifieds, and 2

Arats in the Collision Co. building. Two modified early Datsun Zs with later engines were tearing up the place. Model A roadster #39 was there after recent fun runs at TROG! The hotrod still has sand in it after 5 washings. The owner said the time on the streets of Wildwood in the evening with all the cars parked outside was as much fun as the racing.



#39 A Roadster at the Damascus Cruise-In and...



on the sands of Wildwood.

I peeked in all the buildings enjoying the many car projects in the works. Cars I loved included the Boss Hogg Caddy, #39, the '38 restorod Ford pickup, and most everything.



Clem's '39 Peepup at the cruise-in.



The '38 Resto-Rod Clem liked.

The two Arats were in Collision Co building. They are thrown together by locals. I did not get to see the engines, but I think they were Model A. Nice quality workmanship. I'm not sure the Essex front end is OEM!



MORE FROM CLEM

My '40 Merc – the Next Chapter

By Clem Clement

To think I paid \$25 for **THIS 40MERC** off the streets of Hoboken in the spring of 1956!



1940 Mercury Convertible Sedan For Sale –

Beautiful, rare, professionally and meticulously restored to showroom quality show car in excellent condition for sale by owner. Manufactured for only one year and only 978 sold in the US. Awards include 1000 point Dearborn, Dearborn Medallion and Dearborn Emeritus as well as Senior Grand National

from AACA and several Best of Class Concours d' Elegance. Always stored in climate controlled environment and always transported in enclosed trailer. Less than 500 miles on the odometer. All correct parts and engine. Flawless paint in original 1940 color, Lyon Blue with tan interior and top. Featured in the March/April, 2013 V-8 Times with picture on the back cover.



THEY'RE STILL OUT THERE

As Seen on Craig's List
 Courtesy of Hank Dubois



Here we have a REAL Barn find Ford Coupe Deluxe, very rare here in New England! they were all cut up for Stock Cars in the 50's, this car drove in the barn in 1964, the owner went in the Navy, been in there ever since, this car is in good condition with no dents or damage, no previous repairs, the floors are solid, trunk floor is solid, inner tool pan is good. I have new outer tail pan (EMS), front panel on the rear fender @ the running boards, (EMS). lower 1/4 panels, just above running boards, (EMS). needs the (R) cowl, this car is the Deluxe, two Taillights, Radio, Clock, extra Chrome, Extra dash, Windshield frame, Trim rings, shows it's a 85 HP, V8, also comes with a extra original 1937 rebuilt engine....I was offered this

car, but I have just to many in the works right now to build it...here's a "Super Find" if your looking to restore, or Hot Rod one of these Rare 37 Coupes, The car is here in Connecticut, Any ??? Stoney 860-922-9936



TECH TALK

Solved My Charging Problem

By Milford Sprecher

I recently wrote an article about the rewiring of my 1945 ½ ton pickup (See June 2017 *Valve Clatter*, page 7). That was part of an effort to resolve a charging problem. I was driving my truck to Chantilly for the Eastern Regional Meet when I noticed that my turn signals were getting slower. I pulled off to the side of the road and retrieved my voltmeter, which indicated no charge going to the battery. I was in Bethesda, so I turned around and went home and took my Ford Focus to the meet.

I thought that I had resolved my charging problem, but apparently I had not. I had an able assistant check the charge after the rewire and was told it was charging fine. Not the case, however. This last weekend, I decided to take another crack at it, so I researched charging tests on Ford Barn and learned to disconnect the ARM and the Field wires from the voltage regulator, hook them together, start the truck, rev it to 2000 RPM and check the charge on an analog voltmeter. It should bury the needle to the right, which it did. That means that the generator was okay. I then took the voltmeter and tested the charge on the ARM field on the voltage regulator at 2,000 RPM, about a volt. That indicates a bad voltage regulator.

I had replaced the voltage regulator with one from NAPA some months ago and it did not resolve the problem, so I put the old VR back on. With the

new wiring harness, it was charging a bit over 7 volts, about what it was supposed to charge, so success! Finally! Going over this process, I realized that I did not check the charging at the battery, just for grins. I need to do that soon, just to make sure. I just about jumped for joy to discover that I had a charge. I am thrilled. I am really enjoying driving my truck around. I still have a few things to sort out, but I feel like I can see the light at the end of the tunnel.

Better Tail Lights

By Milford Sprecher

A quick tip that most people already know, but it never hurts to share.

The right tail and brake light on my '45 truck was not too bright, so I resurrected something I did on an old Toyota Land Cruiser years ago. I removed the light and lens and painted the inside of the tail light fixture while. I used some old white spray paint I had from years ago. I reassembled the light and tried it and it is probably 5x brighter than it was before! Had I been brighter, I would have taken before and after photos. It was a quick, easy and cheap way to increase visibility and safety.

Two Lessons Learned the Hard Way

By Ken Burns

Lesson # 1

You may have heard me mention that there are numerous differences among early and late 1941 Fords. One of the changes made during the model year was the addition of a temperature sending unit in the left cylinder head – prior to this change the only sending unit was in the right head. In the February 2016 *Valve Clatter* there is an article that explains how these sending units work and how to test them.

When I finally got the black Woodie on the road last summer the temp gauge worked as it was supposed to. I've got an digital IR laser thermometer and was able to see what true temperature was in relation to what the gauge was saying. At the mid – point mark the engine is at 155°, at the three quarter mark it's running at 175° and 185° comes just before the needle reaches the last mark to the right.

The temp gauge operated fine last summer and earlier this year but when I was driving back from Sully I noticed the needle was completely buried to the right. I was concerned but not overly since the engine has always run reasonable cool. When I started to troubleshoot the system I noticed that the

needle stayed buried to the right when I turned on the ignition switch. I started by ensuring all (not just the temp gauge) the connections behind the dash were tight. I found a few connections that needed to be tighten a little but the temp gauge was fine. Next I started checking line continuity with an ohm meter and everything checked out okay. I dug out a spare gauge and tested that – it was fine. I hooked the spare gauge up in the dash wiring harness and it didn't work. By now I'm going a little crazy and quit for the day. The next day I disconnected the temp wire from the sender in the left cylinder head, disconnected the crossover wire from the from the left sending unit. When I connected them together (bypassing the left sender) the system worked as it should but whenever I put the left sender back into the circuit the gauge stayed buried to the right. So I had a bad left sending unit.



The culprit!

After all that I reread the February 2016 *Valve Clatter* article and could instantly understand what happened.

“The two terminal unit (01A/8A-10884) is only an on/off unit. At normal operating temperatures, it has continuity between the terminals and serves only to complete the circuit to the single terminal unit (99A/8A-10990) which is the actual temp sender. In a situation where overheating occurs on the left side of the engine, the two terminal unit will ground the long terminal and cause the temp gauge to go all the way HOT.”

Boy did I feel stupid. I knew the temp sending article was in a previous *Valve Clatter* but didn't bother to look it up. The other lesson is that the temp gauge is powered only when the ignition switch is on (just like the gas gauge) – it should move from full hot to somewhere in the cold range when you turn the ignition on.

Lesson: it pays to refer to the NVRG Tech Tips or back issues of the *Valve Clatter* before you delve into troubleshooting – it might just save you a lot of time,

frustration and embarrassment.

Lesson #2

You know that cute little LED flashlight that came in the goodie bag at our recent Eastern National Meet? I used it troubleshooting in the tale of woe above. It's a great tool to have – it's bright as can be, small enough to fit almost anywhere and has a magnet that allows you to position it nearly anywhere – in my case up under the dash – lots of places to stick that rascal so you can see.

Here's what I did right: before I started troubleshooting I disconnected the coil wire since I was going to have the ignition switch on for extended periods of time without the engine running and I didn't want to fry the points.

Here's what I did wrong: that little LED flashlight is so handy and so small that I left it attached to the backside of the dash near the instrument panel. I guess I was so excited about finding what the problem was I never went back and did a complete tool check before I quit for the day. A couple of days later I wanted to use the LED flashlight and it wasn't where I usually keep it. I retraced my steps when I was troubleshooting and found the light right where I had left it attached to the back side of the dash. The batteries were dead as can be.

The good news is that the 1.5v button batteries are readily available at Batteries Plus Bulbs or through Amazon. You'll need five [LR44 batteries](#) so look for a package of batteries that is divisible by five.

Finally, this quote from Winston Churchill just sent to me by Cliff Green "Success means going from failure to failure without the loss of enthusiasm!"

RESTORATION ROUNDUP

Update on the LZ

By Colin Spong

This week the car made its first trip on the road for 43 years. It was dismantled back in 1974 for a restoration that never happened.



There is still no upholstery so I rigged a couple of

temporary seats and the first trip was a few miles on a quiet country lane. Then it was back to the garage to fix the snags that had shown up. Adjust the clutch pedal, re-adjust the brakes, investigate the squeak in the steering column which was caused by poor quality reproduction top bushing. There was one minor problem in the wiring due to an error on my part and a oil pressure sender unit that is telling lies. The Columbia axle will not shift and investigation has shown that there is a too sharp a bend in the rubber hose that is restricting vacuum to the axle. This is a problem due to the right hand drive configuration that positions the two hose connections on the Columbia valve very close to the oil pan with minimal clearance. I will have to replace the rubber tube with copper or cupro-nickel tube to overcome this.



A second run the next day and the only outstanding problem is the Columbia axle and oil pressure sender. Not too bad considering the car was totally dismantled and I mean dismantled. Every mechanical component, door locks, window regulators, speedometer, balanced fan all mixed up in rotted cardboard boxes. The lower stainless mouldings are being made by local stainless steel fabricator and hopefully will be ready soon. I am told by the upholstery shop that they should be ready for the car in mid October but like all good shops they are very busy and this could slip.



My fiends tell me that I should have fitted whitewall tires but I decided on Firestone blackwall

as this is shown on the build card and most cars shipped to the UK had blackwall tires. I am not sure about the annual trip to Hershey but hope to be able to attend.

OUT AND ABOUT

With all the recent bear sightings in Fairfax City and Fairfax I thought this might be an appropriate time to let Art Zimmerli tell you about his recent encounter with a bear. Editor



This picture was taken near Robinson High School – the school grounds are about 75 yards directly across this intersection of Roberts Road and Cascade Lane.

There Was a Bear in My Car!

By Art Zimmerli

Since most of you have been to our farm, I thought you might be interested in this letter I sent to the local editor.

“To the Editor:

Saturday evening my car was parked in front of the house while we went to dinner in Little Washington with family members.

Upon returning about 9:30 there were loud noises and my daughter shouted “It’s a bear!” The bear was next to my car and was in no hurry to leave. When he did run off into the woods and we were able to examine the car; it was immediately obvious that the bear had entered the car through the one open window. There were snacks devoured, holes in the seats both front and back from the bear’s claws, and other evidence that the bear was actually in the car. What I can tell you is that it has been a long time since that bear had a bath.

The Lincoln Town Car is now for sale. On the outside it looks almost brand new. On the inside not so much.

There are lessons learned here that are so obvious that I won’t bother to list them.

/s/ Art Zimmerli

View Town

Steering Wheel Covers

By Jim McDaniel

I’ve been looking for a supplier of steering wheel covers for our larger steering wheels for a long time now. I have never run across a supplier. I had a simulated leather cover on my ’51 Ford back in high school and really liked it. At our last BOD meeting I asked the group if anyone knew of a supplier. No one did.

Well... my thanks to Dave Westrate for finding one. He was researching something in Hemmings and saw an ad for an outfit that does steering wheel covers. I went to the site, and it was exactly what I wanted. They make (real) leather covers for practically all cars, in many different colors, and at no additional cost make them to your custom dimensions (my ’51 Ford wheel is 18” diameter and 2.5” circumference). The cost is \$59.95 and shipping is free.



Early Buick Banjo wheel, but you get the idea.

If any of you are also interested in getting a cover for your steering wheel, go to the below site. Registering and ordering is quick and easy. They have 170 reviews in the last year from “Google Customer Reviews” with a 98% positive rating. My cover should be here by the weekend.

The Company is “Wheelskins” and their web site is www.wheelskins.com.



2017 NVRG Picnic

- ✚ This year the NVRG Picnic is graciously hosted by Sara and Joe Freund at their house ([650 Springvale Road, Great Falls, VA 22066](https://www.google.com/maps/place/650+Springvale+Road,+Great+Falls,+VA+22066)) on Saturday, August 26th from 11:00 am to 3:00 pm. Come see their new place, Joe's new garage, his car/truck collection and join in the camaraderie with your fellow Early Ford V8 enthusiasts.
- ✚ The club is providing barbeque from [Willards](#) including meats, buns, sides, sauces, plates and utensils. The cost is \$10 per adult/\$5 per child which will help off-set the club's expense. This is payable at the picnic only so look for the donation container at the event. You will need to bring chairs for you and any guests.
- ✚ Please bring salads, deviled eggs, veggies, etc. or a dessert to share and whatever drinks you wish to consume.
- ✚ If you are going to attend, please make a reservation by sending your party's total headcount preferably by email to Dave Gunnarson (gunnarson@verizon.net) or by phone (703-425-7708) before the **cutoff time of 10 pm August 23rd**. Food will be ordered based on the total headcount as of that date. If you cancel after the cutoff time or do not attend, you are expected to pay the \$10/\$5 per person fee regardless. If you make a reservation and cancel before the cutoff time, there is no penalty.

The event is rain or shine. Hope to see you there!

Scenes from last year's picnic



Time to load up!



Jane Wild's Snickerdoodles



Time to dig in



Dave Gunnarson's V-8 cookies

Annual NVRG Drive-In Movie Tour

Family Drive-In – Stephens City, VA
September 16th and 17th



Saturday, September 16th

- ✚ Depart from Fair Oaks Mall at 1:00 pm and caravan through the scenic Virginia countryside to Middletown, VA. Check into the Wayside Inn in Middletown around 3:00 pm. The historic and charming [Wayside Inn](#) is the oldest continuously operated inn in America and dates from 1797. We have 12 delightful rooms set aside for us ranging in price from \$105 to \$165 (before our 20% discount) which includes a full cooked breakfast. The rooms are 3, 5, 6, 7, 11, 12, 17, 18, 20, 21, 22, and 23. Check them out online ([alongthewayside.com](#)) then call 540-869-1797 to reserve yours.
- ✚ Rooms are set aside under “Henry Dubois/Early Ford V-8 Club” and will be held until **September 1st** so don’t delay.
- ✚ Dinner at 4:30 pm at the popular [Roma Casual Restaurant](#) in Stephens City, VA then on to the Family Drive-In for their 8th Annual Classic Car Show and Movie Night. The car show is from 3-7 pm and we’ll have a chance to check out the cars that are staying for the classic ‘60’s musical action film “[Speedway](#)” starring Elvis Presley and Nancy Sinatra which will be shown at dusk.

Sunday, September 17th

- ✚ After a leisurely breakfast, we’ll spend a little time enjoying the ambience of the Wayside Inn before departing for our scenic return trip home. Along the way, we may stop at a historic site (TBD) as well as an interesting place for a light lunch or snacks before completing our drive back to the hustle and bustle of Fairfax arriving around mid-afternoon.
- ✚ Contact Hank Dubois for more information or if you have any questions - handcdubois@verizon.net or 703-476-6919(H).
- ✚ This is really a fun tour that takes you back in time so, if you’ve thought about going before but haven’t, don’t miss out on the fun this year!



Annual NVRG Memorial Fall Tour

October 20th – 22nd

Friday, October 20th

- ✚ We'll depart Fair Oaks @ 10:00 for a scenic drive to Front Royal for lunch at [Spelunkers](#).
- ✚ On our way to Mount Jackson we'll visit [Old Hill Hard Cider](#) before arriving at the [Shenvalee Resort](#) about 4-5pm.
- ✚ In the evening we'll dine in Mount Jackson at the [Southern Kitchen](#).
- ✚ **Important information. You must make you room reservations by SEPTEMBER 1st. Call the Shenvalee @ 540-466-3740, ext 1.** Tell them you are with the Northern Virginia V-8 Ford Group. Problems: ask for Kim. Room rate is \$96 plus taxes.



Saturday, October 21st

- ✚ After [Breakfast](#) at the Shenvalee we'll drive over to the Timberville/Broadway Car Show to enjoy the Fall Festival, the cars and W W Motor Cars and Parts. See the full page flyer on the next page.
- ✚ In the afternoon we'll return to Shenvalee Resort for a casual Happy Hour and dinner at [Miller Grill](#).



Sunday, October 22nd

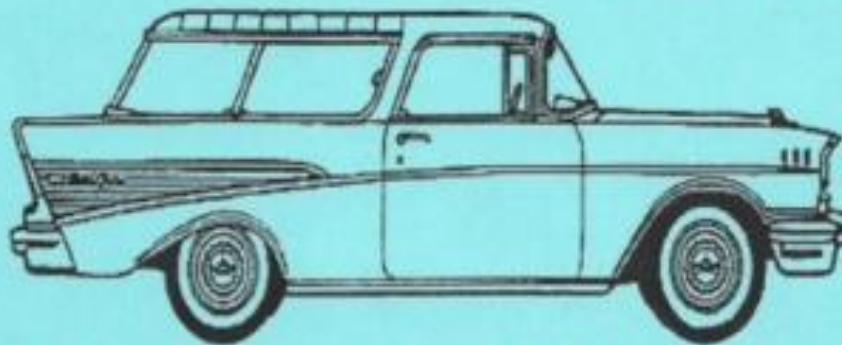
- ✚ After breakfast at Shenvalee we head over to Luray via Rte 211 to visit Luray Caverns/Car Museum, browse the quaint shops along Main Street or otherwise entertain ourselves.
- ✚ Lunch at [Dan's Steak House](#).
- ✚ Scenic drive home via Rt. 340 and Rte 55/I-66 or via Rt. 211 to Warrenton.

Questions: Contact Bill Simons (202) 734-2211 or bsimons@rustinsurance.com. There will be a sign up sheet at our September and October meetings.

FALL FESTIVAL CAR SHOW



Saturday, October 21, 2017
10:00 a.m. - 3:00 p.m.



W W Motor Cars & Parts, Inc.

132 N. Main Street, Broadway, Virginia

Sponsored By:

- ~FREE registration—Non-Judged
- Bring canned food item for Blue Ridge Area Food Bank
- ~Mementos to first 100 cars
- ~Great Food ~Huge arts & crafts show
- ~All antique, classic, & custom cars, trucks, etc. WELCOME!
- ~Kids activities—Bring the whole family!



For more info, call (540) 896-8243
Monday-Thursday, 7:00 a.m. - 5:30 p.m.

Not responsible in case of accident

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.



Vehicles For Sale



1950 Ford V-8 Pilot sedan. Less than 100 miles on body-off total restoration by meticulous engineer. 21 stud engine, 3 speed column shift, RHD, factory front hydraulic brakes and dual exhaust with custom made stainless mufflers. NOS Grille, Marchal Headlamps, Leather upholstery, heater, radio (not working) handbook, built-in jacking system, parts book, shop manual and tool kit. The basic body and mechanics are that of a 1935/6 USA V8. Current UK documents. Car is in London, England I can assist with shipping. \$27,500 Colin Spang 1937lincoln@talktalk.net (08/17)



1953 Ford Pickup. According to Dick Shafer: Very nice 1953 Ford Pickup truck with flathead V-8. I think Josh wants around \$20 K for it. Contact Josh at josh6220@gmail.com (6/17)



1939 Ford Convertible Sedan. Only 20,242 original miles. The original owner, a prominent Washington, DC architect, received the car as a graduation gift in 1939. Black and in original unrestored condition; one repaint about 40 or more years ago. Original leather upholstery looks pristine, hard to believe that it's almost 80 years old. For most of its life, the car was properly maintained by the late Al Dunham, proprietor of Dunham's Garage in Potomac, MD. Asking \$50K or best offer. Contact Myrta Peyton (c) 240-876-3989 (h) 301-299-8024



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

Shocks, 39-48 Ford – Original shocks with arms: R&L for 39-40 Rear (with dogbones). R&L for 41-48 Front. Used shocks that seem to be in good working order. **John Ryan**, john@ryanweb.com 301-469-7328 (08/17)



1953 Lincoln Capri Convertible and Coupe. 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 hous-

ings, 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)



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)



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

1937 Ford. Right front fender. **Norm Heathcoat**, vvomllc@hotmail.com or 410-227-2040 (6/17)



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)



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)



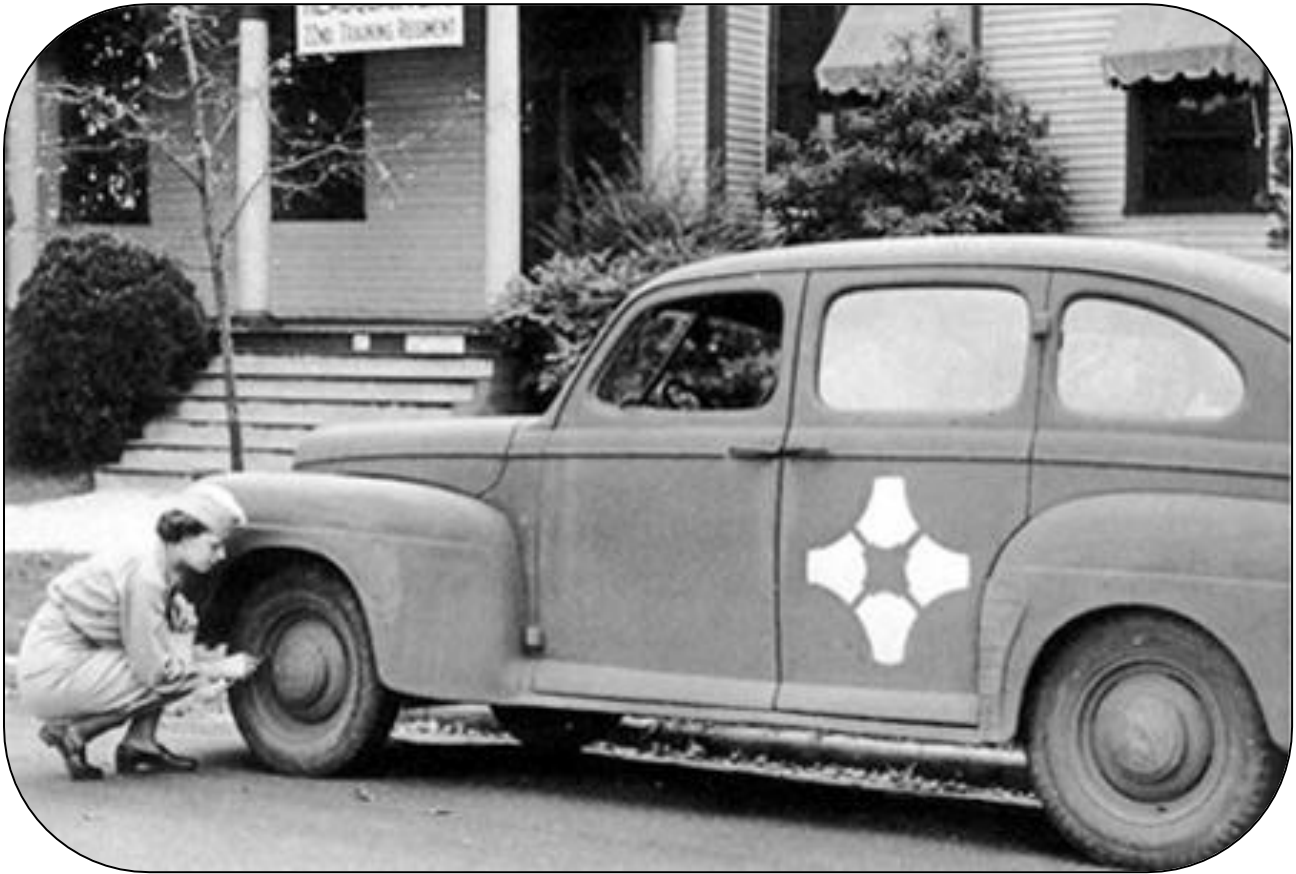
NVRG Calendar



<u>August</u>	
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ice Cream Social and Model Car display. Bring your appetite and model cars to share – All members – Refreshments: Dave and Sarah Gunnarson
9	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 .
26	NVRG Annual Picnic at the Freund’s – 11:00 – 3:00. See ad on page 10 for details.
29	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
29	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>September</u>	
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: Alternate Uses of Flathead Ford Engines. Dave Gunnarson and Cliff Green – Refreshments: Leo Cummings
13	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
16-17	Drive-In Movie Tour – Join us for another old fashioned night at the Drive-In. We’ll caravan out to Stephens City, have dinner at a local restaurant, and head over to the Stephens City Drive-In for their annual Car Show. The movie this year is 1968’s Speedway starring Elvis Presley! See page 11 for more details. Questions: Contact Hank Dubois handcdubois@verizon.net
26	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
26	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>October</u>	
3-7	What Else But Hershey!
TBD	“While the Boys Are Away” Wives Luncheon
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: Hershey in Review – bring your pix and Hershey treasures to share – Refreshments: Keith Randall
11	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 .
21	Annual Fall Memorial Tour – Join us as we tour to the Fall Festival in Broadway. See 12 and 13 for details. Pay attention to the September 1st resort cutoff date!
31	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
31	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

<u>Down the Road</u>	
	 December – Holiday Gala

Celebrating 75 Years of the 1942 Ford



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