



**Northern Virginia Regional Group**

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

# Value Clatter

*Early Ford V-8 Club of America*



*Northern Virginia Regional Group #96*  
*Chartered December 11, 1977*

*Volume XL, No. 2*

*February 2018*

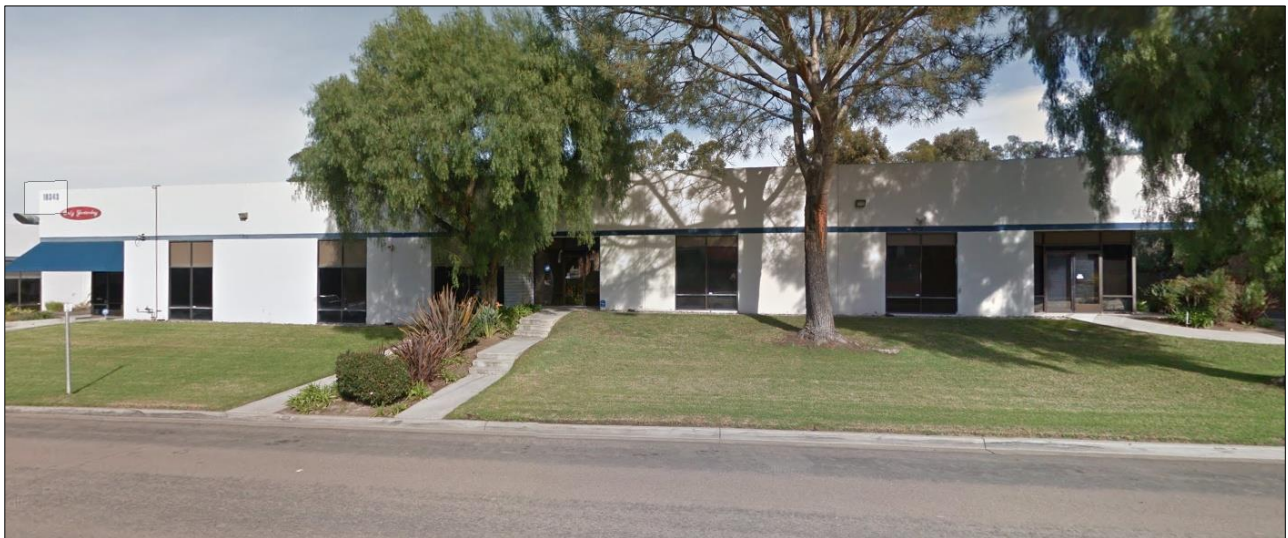
*Stephanie Beavers - Editor*

# January 2018 Meeting Review

*By Dave Gunnarson*

The 2018 NVRG membership meeting season kicked off when we were treated to a wonderful presentation by Ken Burns about a private museum he recently visited with his helicopter squadron reunion in San Diego. At first glance, the building of Only Yesterday Classic Autos and Hall of Heroes looks like any other industrial office establishment found riddled throughout San Diego's suburbs. However, once inside, it seems like entering a time capsule containing some of America's most beloved autos and historical treasures.

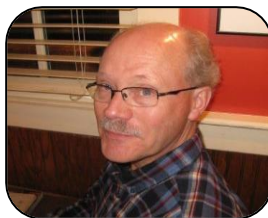
Although it's not a time capsule, Only Yesterday Classic Autos and Hall of Heroes is more of a showroom and museum for Chuck Spielman's private stable of classic autos spanning from the 1930s to the present, along with a priceless collection of military memorabilia from WWII to the present. Spielman, a U.S. Army Vietnam veteran and retired commercial real estate executive, opened his collection for private viewing in 1998 in New York, then moved it to San Diego in 2001 after the terrorist attacks of Sept. 11, 2001.



The Only Yesterday Classic Autos and Hall of Heroes Museum, 10343 Roselle Street, San Diego, California

Ken explained that the "museum" expresses the personal tastes and interests of its owner Chuck Spielman. Chuck organized his collection around several themes: military events, '50s and muscle cars, a high-end dealer showroom, shop and art deco office and also a barbershop.

## *Up Front with the President*



### *February 2018*

When I became president of the NVRG in January 2016, **Jim McDaniel**, our outgoing president, gave me advice. He said that the hardest part of being president was coming up with a president's message every month. He said to talk about the weather, thank club members who prepared and presented topics at our monthly membership meetings, and recognize those who graciously provided snacks/refreshments. Finally, he was right when he said that board members will always pitch in and do the heavy lifting for club activities.

We all know that January was extremely cold though we were teased with several days in the 60s. And yes, we all hope February will be warmer and without significant snow. At our January membership meeting we were treated to a presentation by **Ken Burns** entitled "**Only Yesterday Museum**" about his visit with his military service buddies to a privately operated museum open only to active duty and retired service members in San Diego, CA. **John Sweet** kindly provided the array of snacks and refreshments that we all enjoyed.

**Thetan Ogle**, NVRG member and owner of TinSnips Metal Fabrication LLC, located in Winchester, VA, will make a presentation at our February 13 membership meeting entitled "**Repairing & Polishing Stainless Steel.**" Do not miss this meeting, as we will be learning from a master sheet metal and stainless-steel craftsman. Refreshments and snacks will be provided by none other than the infamous **Clem Clement**.

One of the great indicators of a successful car club is the help and guidance we provide each other when a member puts out a request. Without a doubt, our members routinely assist one another with engine repairs, windshield switch outs, and carpentry work (on Woodies). The same goes for fellow Early Ford V8 members in other parts of the country.

Best Regards,

*Joe*

2018 NVRG Officers & Terms	2018 Directors & Terms	Committee Members
President – <a href="#">Joe Freund</a> (2018-19)	Membership – <a href="#">Gay Harrington</a> (2018-19)	Fairfax Show – <a href="#">Dave Westrate</a>
Vice President – <a href="#">Bill Simons</a> (2018-19)	Programs Lead – <a href="#">Dave Gunnarson</a> (2017-18)	Programs Member – <a href="#">John Sweet</a>
Secretary – <a href="#">John Ryan</a> (2017-18)	Webmaster – <a href="#">Cliff Green</a> (2018-19)	Tours Chair – <a href="#">Hank Dubois</a>
Treasurer – <a href="#">Wayne Chadderton</a> (2017-18)	Sunshine – <a href="#">Keith Randall</a> (2017-18)	Property & Refreshment – <a href="#">Mark Luposello</a>
	Past President – <a href="#">Jim McDaniel</a> (2018-19)	At Large – <a href="#">Art Zimmerli</a>
	At Large – <a href="#">Ken Burns</a> (2018-19)	At Large – <a href="#">Andy Koerner</a>
		At-Large – <a href="#">Jim LaBaugh</a>



## January Meeting, cont'd.

Cars in his collection include two original AC Cobras, 1936 Ford Roadster, 1941 Lincoln Zephyr coupe – selected as the 100 Anniversary of Lincoln recognition car, 1947 Sportsman, 1930 Duesenberg, 1934 Packard 12, 1932 Chrysler Imperial Convertible coupe and a 1932 Auburn 12-160A Speedster.

One display currently under construction will feature a car and debris recovered from the World Trade Center parking garage in as-found condition.

Visitors can treat themselves to an immersion experience aboard a replica landing craft on D-Day and feel the weight of all the equipment soldiers were required to carry as they jumped into the salt water short of the beach and into heavy and relentless gunfire. A video adds another dimension to the experience and, along with sound, lets you feel for a moment what life was like on June 6, 1944.



Chuck Spielman, back to camera, introduces the D-Day invasion video. Note the 60-lb. backpacks, the steel helmets and rifles the soldiers going ashore carried.



Rows of gleaming cars in a beautiful display is part of the collection's appeal.



A 25,000 original mile 289 Cobra with a blue original Cobra right behind it.



A beautiful Dearborn winning 1947 Sportsman.



1938 Lincoln Zephyr Convertible Coupe.



1955 Mercedes Gullwing - The great classic of the '50s and a true automotive icon. This fantastic car has Rudge wheels and fitted luggage.





1934 Packard 12-cylinder Convertible Coupe



1930 Duesenberg Convertible Sedan – Best In Class at Pebble Beach the year the Concours theme was the Duesenberg.

According to Spielman, “Duesy’s are considered by many the most outrageous car of the 1930s. In the depths of the Depression, when people could not feed their families, the cost of a finished Duesenberg was \$25,000.” The family Duesenberg is driven religiously every month: “I am a firm believer that mechanical things need to run. There is no feeling in the world like driving this magnificent car on a beautiful San Diego day looking down the long hood and feeling like you are the king of the world.”



1932 Chrysler Imperial La Baron Bodied Convertible Coupe.



1932 Auburn 12-160A Speedster.

Another collecting interest is items related to barbershops, so naturally there is a barbershop display with two chairs and all the accessories.



As an example of the historical items on display, the museum has one of the five original copies of a message written on the eve of D-Day by General Eisenhower accepting blame in the event the invasion was not successful, erroneously dated July 5. The message reads: “Our landings in the Cherbourg-Havre area have failed to gain a satisfactory foothold and I have withdrawn the troops. My decision to attack at this time and place was based on the best information available. The troops, the air and the Navy did all that bravery and devotion to duty could do. If any blame or fault attaches to the attempt it is mine alone.”

Our landings in the  
 Cherbourg - Have our  
 have failed to gain a  
 satisfactory foothold and  
 the troops ~~have been~~  
 withdrawn. This particular  
 operation my decision to  
 attempt at this time and place  
 was based upon the best  
 information available, ~~and~~  
 the troops, the air and the  
 Navy did all that ~~was~~  
 Bravery and devotion to duty  
 could do. If any blame  
 or fault attaches to the attempt  
 it is mine alone.

July 5

D-Day "In Case of Failure" Letter by General Eisenhower. (The original hand-written National Archives copy shown.)

Women in the Military display – Ken’s grandmother was a Yeomanette in WWI and, in addition to describing some of the items Chuck had on display, he showed us a picture of his maternal grandmother and other Yeomanettes in the Boston Navy Yard in 1918.



Glades Salta Jump, Ken’s grandmother, second from right, bottom row.

One question asked is how Chuck manages to find all the wonderful items on display. While he works hard to find things, sometimes items come to him, and usually with a story. One example was when a young woman brought her father to see the

collection. He had never talked about his experiences in WWII and the items in the collection so moved him that he finally began to share his experiences out loud for the first time. Later he returned to donate all of his military memorabilia to the museum as a token of his appreciation for what the museum had done for him.

The museum is full of a wide range of items and Ken described an interesting book from the collection. In WWII, over six million Jews were killed, and a man set out to create a physical representation of what six million feels like. On plain paper he printed the word “JEW” about 40 times across the page and over 100 rows per page, i.e., representing over 4,000 deaths per page. To reach six million, it took nearly 1,500 pages! Each word represented a life taken prematurely.

For more information about Only Yesterday Classic Autos and Hall of Heroes, contact Bob Rabourne at (760) 732-0073 or (760) 500-9464. Private tours can be arranged by prior request.

But wait, there’s more ...

Ken also told us about the U.S. Military Museum in San Diego harbor, the second-most visited museum in the USA! It features the USS Midway aircraft carrier which was commissioned one week after WWII ended and remained in service through 1991. The helicopter squadron Ken flew with rescued RF-8 pilot LCDR Tommy Tucker who was shot down over Haiphong Harbor Rescue on 31 August 1966. The harrowing tale of his rescue and daring of the helicopter rescue was amazing. If you want more information, read the book [Leave No Man Behind](#). Ken is involved in a project to have an exquisitely detailed model of the rescue displayed in the Midway Museum.



The model Ken’s squadron is working on displaying in the Midway Museum.

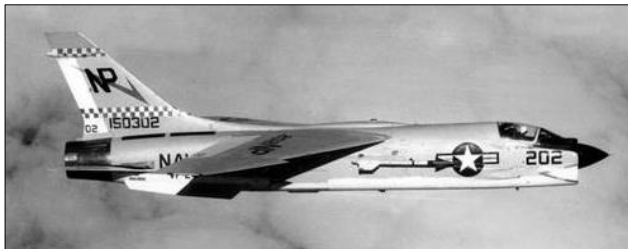


The below picture was displayed in numerous national publications. It was taken by a Navy Photographers Mate who happened to be in the helicopter during the mission.



LCDR Tommy Tucker being winched aboard the H-6 rescue helicopter.

Interestingly, Cliff Green also piloted the F-8 and told about how it was the last of the planes without autopilot, so one really had to fly the aircraft at all times. It was also the last of the true dogfighters with four guns in the nose.



The F-8 fighter flown by Cliff Green and...



The RF-8 photo reconnaissance version that Tommy Tucker was flying the day he was shot down. Behind the black panels are the high resolution cameras.

## FAIRFAX STATION TRAIN & CAR SHOW CELEBRATES 30 YEARS

*By Jim Gray and Clem Clement*

The December 2 and 3, 2017, event marked the 30<sup>th</sup> anniversary of the reconstruction of the Fairfax Station in its present location. Two years after the reconstruction was finished, Past GWC President and Honorary Life Member Clem Clement and friend Chaplain Jim Warrington of the Train Collectors Association (TCA), along with Bill Bushmeier and Pete Volmer of the National Capital Trackers (NCT) put together what has now become an annual Christmas Train Show at the station.



Several years after the show was established, Clem and others convinced the Fairfax Station BOD to invite vintage automobiles; and the rest, as they say, "is history". What history? The history of being the Fairfax Station's biggest attendance draw and financial injection for this nonprofit historical organization year after year.

This year, as Clem busied himself as the chief "Loco Doctor," several members of the GWC were joined by several other vintage car owners in staging our now annual car show... which is good, because there is limited space inside the fence for cars. And don't drive a low-riding car, because the terrain is not as flat as you most probably require.

On Saturday, Jim Baker (in his '31 Town Sedan) and I (in my '31 Coupe) were joined by Honorary Life Member Benny Leonard (in his '30 Coupe), and soon-to-be Honorary Life Member Paul Gauthier (in his '31 Fordor) Model A.



We were joined by local Model A owner Phil Foss and his modified (with a spare tire rack-mounted Spam-cooking apparatus) '30 Tudor. Phil promptly set up cooking Spam and taking pictures with his homemade bespoke "Stereopticon Slide" camera, while entrancing us all with his broad knowledge of things photographic.



On Sunday, Jim Baker was back and joined by your erstwhile editor (and recent Honorary Life Member) Bill Sims in his new-to-him '31 Model A Fordor Sedan. Wayne and Jane Chadderton (of the NVRG) soon joined them in Jane's '53 Ford convertible. Local car enthusiast, Bill Bixby joined them to show off his '32 Ford hot rod. I was in helping the Loco Doc with an "N" gauge locomotive repair when Jeff Mitulla (who ran the 2017 show for the station) announced that several Corvettes were joining the car show outside.

As I said, the ground surrounding the station is rather uneven – not a challenge for a Model A, but too much of a challenge for even the longest legged vintage Corvettes in the group of 7 that joined us for about an hour. So the 'Vettes parked alongside the road just outside the boundary fence of the station... second fiddle to Fords, yet again.



Clem reported he had 3 Loco doctors on Saturday who made 15 repairs; and 5 Loco doctors who made 12 repairs on Sunday. Kay Gilbert, who was in charge of the financials this year, told me that it had been a very successful show; with over 1,000 paid visitors who got to see both old cars and a broad range of trains (some dating back to the early 20<sup>th</sup> century) running and being played with by boys and girls who have chosen not to age along with their bodies.



## TECH TIP

### ADJUSTING THE HAND BRAKE ON 1939-48

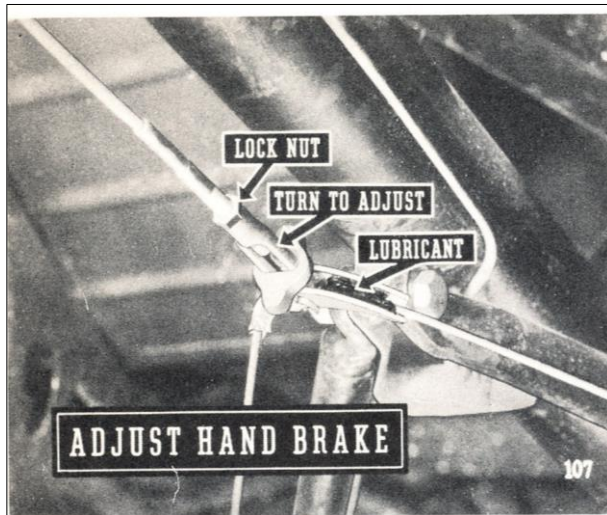
By Cliff Green

It usually takes two persons to adjust the emergency brake, or "Hand Brake," on a 1939-48: one helper to step on the brake pedal and the other underneath the car to tighten the cable. The cable loop from both rear wheels rides on a curved plate (called the equalizer) that is attached to an adjusting rod (clevis) on a cable that continues to the hand brake handle. The handle was moved from a position beside the floor shift to under the



left side of the dash in 1937.

A helper steps on the brake so that any slack can be removed from the hand brake cable. If no helper is available, you can make a bracket out of wood to fit the curve of the equalizer, then use a long clamp to shorten the loop to tighten the brake. Then the pin can be easily inserted to join the equalizer to the cable clevis. Don't forget the cotter pin! With rear wheels off the ground you can check if the adjustment is correct by feeling for drag. The wooden jig provides a flat surface for the clamp to ride on.

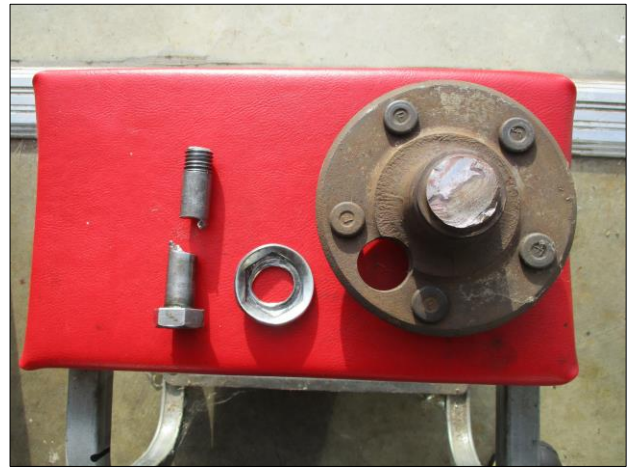


Hand Brake Adjustment

### GARAGE LIFT CLOSE CALL

By Jason Javaras

After reading the recent VC article on the worn clutch clevis pin I thought it might be of interest to relay how I have experienced similar, but more severe, wear on my garage lift components and also on the rear axle of my '63 Ford convertible (since sold). The one picture attached shows the  $\frac{3}{4}$ " x 4" pulley bolt that was completely sawn in half when the steel cable apparently slipped off the main drive pulleys for the lift. This caused stress on the components which they weren't designed for (note the badly cupped washer). The lift, with a car on board, was fortunately just beginning to be raised and only fell about 18 inches. It could just as easily have failed with a car raised higher and me underneath it. I found a precision lift specialist nearby who replaced the cables and pulleys for me and checked out the entire lift.



Severed bolt and wheel hub; badly cupped washer

Also pictured is a severed wheel hub from the rear axle of my '63 Ford convertible. Note the clear line between the newer cut and the older half-moon of a previous break. The axle came apart as we were just entering a Chic-fil-A for a cruise-in one fine day. Minutes before, we had been tooling along with the traffic on I-95. I talked to the guy I bought the car from in GA, who is an expert on full-size 60's Fords, and he said that he'd never seen or heard of such a failure. He also graciously sent me a new axle shaft. What can I say except, "Be careful, folks."

### EMAIL BAG

#### DUPED!!!

By Bob Tyler

(The tragic and depressing tale of a thrice-rejected OLD FORD V8 aspirant, resigned to spending eternity with a 6-cylinder Chevrolet.)

"Bob," as we shall call him (real names are not used here in hopes of avoiding further humiliation), had concluded his day job career and needed something to do. Being actively mechanical (except where actual work or a modicum of skill were required), he became obsessed with acquiring a Ford pickup truck, with, most importantly, a "flathead V8," and built in 1937, the year of Bob's birth. Much time was spent on the internet searching for this obsession without success – probably because Bob's computer skills are no better than his mechanical ones – so he called on his friend "Nick" (and anyone else who would listen) for help. And help was generously given; within days information was provided on advertised private sales of '37 Ford pickups in Oregon and



Wisconsin, and an auction sale in Michigan. Bob undertook to apprise himself of likely sale prices, arranged to participate in the auctions and sale negotiations by telephone, and thought to himself: "Shoot! I'm a pretty well-off guy - I ought to be able to outbid somebody!"

Sadly, however, Bob couldn't outbid anybody; where he was prepared to go 15 or 16 for a running, but mostly unrestored, vehicle, other auction bidders were prepared to go 20 or 25, and did so without hesitation, while the private sellers as well had no difficulty obtaining offers higher than Bob was willing to go. Bob was forced to put his money back in his pocket and "recalculate," which led to the unhappy conclusion that the hoped-for '37 Ford pickup was probably not in his future after all. Then (would you believe it?) the miracle occurred! A 1937 Ford pickup was advertised for sale on Craigslist in Lincoln, Nebraska, in Bob's price range and, what's more, the seller would deliver! Pictures were sent showing a gorgeous yellow truck, in which Bob noticed only one tiny flaw: There was a Chevrolet emblem on the right hood.

More curious than alarmed, he telephoned the seller for an explanation. The seller said that, as far as he knew, said emblem had been there as long as he'd had the truck. Curious, thought Bob, but no big deal; he was having the truck inspected by an independent appraiser in Lincoln, and maybe there'd been a collision repair in the truck's 80-year past, in which a Chevrolet hood had been used to replace a damaged Ford hood (and it seemed from the pictures to be an amazingly good fit). He was, in fact, buying an old Ford V8 pickup truck - the ad said so!

And then, of course, the appraisal arrived, and... the truck was/is, in fact, a Chevy. Not only that, but it has a lousy 6-cylinder engine! Worse yet, Bob could face possible ridicule, embarrassment and/or sanctions from the NVRG of the Early Ford V8 Club for continuing as a member under false pretenses or something! And this after committing to spend at least twice what he's paying for the damn thing on necessary upgrades and repairs!

But then the truck arrived. It's gorgeous! And that little episode of trying to go forward in reverse gear when the truck was backed up against the curb did no damage at all. It runs like a champ, and Bob trusts that you'll come to like it as much as he does.

He's trying to get "DUPEDBUTHAPPY" on his license plates or, failing that, something else appropriate. All Bob presently appears willing to say about the seller's mischaracterization of the vehicle is, "Smart guy!"



1937 Ford Pickup

### FLASH LUNCH ON THE 20<sup>TH</sup>

By Cliff Green

What can be more fun in January than a gathering of V8 folks for lunch? I posted a Flash Email suggestion on Friday, January 19, to see what would happen on quick notice. The plan was to rendezvous at the Texas Roadhouse in Chantilly the next day. A fair crowd of 15 hungry members showed up for a great social time and good food. We were all impressed with the size and quality of the chow. Several suggested we do this again, even during the week.

Attending were Bill Selley, Wayne and Jane Chadderton, Ken and Helen Burns, Dave and Norma Blum, Clem and Sandy Clements, Bill and Liz Simons, Jim and Kathy Nice, and the Greens. I did receive many regrets.





**NOTE:** The "Automart" is now being maintained and updated by NVRG member Jim McDaniel. If you have any submissions, updates, or corrections, please contact Jim at [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com) (e-mail preferred) or cell: 202-409-4459. To be included in the next issue, new or changed ads need to be submitted to Jim by the **fourth Tuesday** of each month. Photos are acceptable for ads and will be included as space permits.

### ***Vehicles FOR SALE***



**Early 1947 Super Deluxe Ford Coupe.** Dark blue, 2017 Dearborn Award winner. Car located in Virginia. Bill Selley, 703-679-9462 (09/17)



**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, Right-hand-drive, 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

Spong [1937lincoln@talktalk.net](mailto:1937lincoln@talktalk.net) (08/17)



**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)



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



**Antique Farmall Cub Tractor.** Includes the 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 \$1,950 – contact me for more info. Al Edwards Front Royal, VA, 703-408-8372, [AlFromVA@aol.com](mailto:AlFromVA@aol.com) (11/16)





## Parts & Accessories FOR SALE

**FREE:** 1934 engine. The block is cracked but the internal parts are in good condition. If there are no takers, it's going to the recycle center. Contact **Bill Simons** at [bsimons@rustinsurance.com](mailto:bsimons@rustinsurance.com) or 202-776-5030. (2/18)



**1948-1951 Ford F1 truck bench seat** for sale. Upholstery is not stock, but is in very good condition. Asking \$150. Call **Gay Harrington** 703-888-0180. (12/17)



**36-39 Ford Complete Transmission** – Completely rebuilt trans plus a nice top. 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 helical mainshaft for sliding gear) in a late pickup case (1946 top loader). Includes an excellent used 36 – 38 top. Will sell complete gearset without the case (i.e. if you want to install these gears in your case). Will not sell internal parts individually. **John Ryan**, 301-469-7328, [john@ryanweb.com](mailto:john@ryanweb.com). (11/17)



**Eastern National Meet Goodies – Craftsman Tool Bag** - \$5.00, **Meet Gearshift Knob** - \$5.00; **Meet License Plate Topper** - \$5.00; **Compact LED Flashlight w/Clip & Magnet** - \$5.00; **Meet Pin** - \$1.00 or free w/purchase of one or more other item(s). **Hank Dubois** [handcdubois@verizon.net](mailto:handcdubois@verizon.net) or 703-476-6919 (07/17)



**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](mailto:john@ryanweb.com) 301-469-7328 (08/17)



**Pair of 1949-51 three-rib fender skirts.** Very good condition. Painted gloss black and was 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. \$100. // **"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. New in Box, never installed. \$20. Photos of all items upon request. **Jim McDaniel**, [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com) c:202-409-4459 (8/16)



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



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



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



**1934 Parts:** 40 year collection. 3x21 stud motors; 1 re-cored 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)



## Vehicles WANTED

**Driver quality 35-36 Pickup wanted:** Contact Nick

Arrington, [nta1153@verizon.net](mailto:nta1153@verizon.net) or 703-966-8422 (01/15)



### Parts & Accessories WANTED

1951-52 Ford pickup frame in good condition (roller). Ray Lambert 703-595-9834. (02/18)



1951-52 Ford pickup bed: Ray Lambert 703-595-9834. (02/18)



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



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



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



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



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



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



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



## Your 2018 dues are due by January 31!



If you have already renewed your membership for 2018, **THANK YOU!** If you haven't yet renewed, please remember that **2018 dues are due now**, and are still only \$15.00.

Send your check (payable to NVRG) to: **Gay Harrington, 3080 N. Quincy Street, Arlington, VA 22207** on or before January 31, 2018, and to enjoy another year of Ford V8 fun and camaraderie! If you have changes in your information (address, phones, email, vehicles, etc.), please let me know and I'll update your membership information.

Thank you for your membership in the NVRG Chapter 96 of the Early Ford V-8 Club of America! Looking forward to more V8'ing (and V12'ing, too) with you in 2018,

*Gay Harrington, NVRG Membership Chair*





# NVRG Calendar






February 2018	
13	<b>Membership Meeting</b> – 7 pm – Nottaway Park. <b>Program:</b> Stainless Steel Repair and Restoration – Thetan Ogle. <b>Refreshments:</b> Clem Clement
14	<b>Caffeine Double Clutch Breakfast</b> – 9:30 am – Fair Oaks Silver Diner. <b>Questions?</b> Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
27	<ol style="list-style-type: none"> <li><b>NVRG Board of Directors Meeting</b> – <i>New location!</i> Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend.</li> <li><b>Valve Clatter Deadline</b> - Submit articles, photos, want/sell, calendar updates, etc. to Bill Simons at <a href="mailto:bsimons@rustinsurance.com">bsimons@rustinsurance.com</a></li> </ol>
March 2018	
10	<ol style="list-style-type: none"> <li><b>Chesapeake Region AACA</b> – Antique car, truck, and cycle flea market – Howard County Fairgrounds – 8 am–3 pm, rain or shine.</li> <li><b>Petroliana – Mason/Dixon Gas, Oil, Automotive and Advertising Swap Meet</b> – The Great Frederick Fairgrounds (797 East Patrick St., Frederick, MD) <a href="http://www.masondixongas.com/">http://www.masondixongas.com/</a> Opens 7 am.</li> <li><b>PATINA (Potomac Area Tools and Industries Association) Meet</b> - Spring Tool Sale and Auction – Damascus Volunteer Fire Department Activities Center (10211 Lewis Drive, Damascus, MD). Opens 9 am.</li> </ol>
13	<b>Membership Meeting</b> – 7 pm – Nottaway Park. <b>Program:</b> Restoration Talk – Jim Cross. <b>Refreshments:</b> Nick Arrington
14	<b>Caffeine Double Clutch Breakfast</b> – 9:30 am – Fair Oaks Silver Diner. <b>Questions?</b> Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
23-24	<b>Sugarloaf Mountain Region AACA Parts/Swap Meet</b> – Carroll County Agricultural Center, Westminster, MD – Doors open at 8 am.
27	<ol style="list-style-type: none"> <li><b>NVRG Board of Directors Meeting</b> – Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend.</li> <li><b>Valve Clatter Deadline</b> - Submit articles, photos, want/sell, calendar updates, etc. to Bill Simons at <a href="mailto:bsimons@rustinsurance.com">bsimons@rustinsurance.com</a></li> </ol>
April 2018	
10	<b>Membership Meeting</b> – 7 pm – Nottaway Park. <b>Program:</b> How the Model A Won WWII – Stan Johnson – <b>Refreshments:</b> Leo Cummings
11	<b>Caffeine Double Clutch Breakfast</b> – 9:30 am – Fair Oaks Silver Diner. <b>Questions?</b> Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
21	<b>Poker Run Tour</b> (Tentative Date) – Hank DuBois – Details to follow.
24	<ol style="list-style-type: none"> <li><b>NVRG Board of Directors Meeting</b> – Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend.</li> <li><b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to Bill Simons at <a href="mailto:bsimons@rustinsurance.com">bsimons@rustinsurance.com</a></li> </ol>

May 2018	
5	<b>90th anniversary celebration Annandale Boy Scout Troop 150</b> – 11 am – 2 pm, Annandale United Methodist Church – Columbia Pike & Gallows Road. Rain date May 12.
8	<b>Membership Meeting</b> – 7 pm – Nottaway Park. Program: TBD – Refreshments: Hank DuBois
9	<b>Caffeine Double Clutch Breakfast</b> – 9:30 am – Fair Oaks Silver Diner. <b>Questions?</b> Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
19	<b>Annual NVRG/City of Fairfax Antique Car Show</b> – For information or to volunteer, contact Dave Westrate at <a href="mailto:DlwBlw@aol.com">DlwBlw@aol.com</a>
29	1. <b>NVRG Board of Directors Meeting</b> – Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend. 2. <b>Valve Clatter Deadline</b> - Submit articles, photos, want/sell, calendar updates, etc. to Bill Simons at <a href="mailto:bsimons@rustinsurance.com">bsimons@rustinsurance.com</a>
June 2018	
11	<b>Caravan to Dearborn for Grand National Meet</b> – For information, contact Bill Simons at <a href="mailto:bsimons@rustinsurance.com">bsimons@rustinsurance.com</a>
12	<b>Membership Meeting and Ice Cream Social</b> – 7 pm – Nottaway Park. Program: TBD – Refreshments: Dave Gunnarson
13	<b>Caffeine Double Clutch Breakfast</b> – 9:30 am – Fair Oaks Silver Diner. <b>Questions?</b> Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
17	<b>Sully Plantation Father's Day Show</b> – A great three-generation event for the whole family. We'll meet in the shade of the giant oaks near the kitchen for camaraderie and a picnic.
26	1. <b>NVRG Board of Directors Meeting</b> – Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend. 2. <b>Valve Clatter Deadline</b> - Submit articles, photos, want/sell, calendar updates, etc. to Bill Simons at <a href="mailto:bsimons@rustinsurance.com">bsimons@rustinsurance.com</a>

### Down the Road



-  May 21-25 Pennsylvania Dutch Country Spring-time National Driving Tour, contact Lois Dries at [calodries@ptd.net](mailto:calodries@ptd.net), 610-966-5127
-  August 25 – NVRG picnic at the home of Bill Potter - Joint outing with the National Capital Regional Group
-  December 8 – Holiday gala



# WIN A 2018 FORD F-150



Certificate #  
35987455

(Actual truck may differ from the one shown)

License# 145296

**One lucky winner will win a 2018 Ford F-150**

## TICKETS ARE \$100

### WIN A FORD F-150 OR CASH PRIZE!

Three winning tickets will be drawn from 1,200 sold

1<sup>st</sup> Prize – choice of a new Ford F-150 or \$40,000

2<sup>nd</sup> Prize - \$2,000    3<sup>rd</sup> Prize - \$1,000

**(260) 927-8022 or [www.fordv8foundation.org](http://www.fordv8foundation.org)**

**Winning tickets will be drawn when all 1,200 are sold or 11-1-2018**

Truck Provided By:  
Proceeds from raffle sales benefit  
Ford V-8 Museum Programs



The Early Ford V-8 Museum is raffling off a 2018 Ford F-150. It's valued up to \$55,000. In lieu of the F-150, the winner can choose \$40,000 in cash. 2nd Prize is \$2,000 and 3rd Prize is \$1,000. Only 1200 tickets will be sold! The tickets cost \$100 each. The drawing will be when all 1200 tickets are sold or Nov. 1, 2018, whichever comes first.

Details and a page of rules can be found on the website: [www.fordv8foundation.org](http://www.fordv8foundation.org)  
For tickets, call the Museum at (260) 927-8022 or visit the website. There you can download an information form to mail in with your check or credit card info.

*NVRG Car of the Month*  
*Jim Crawford « 1936 Three Window Coupe*



**FIRST CLASS MAIL**

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