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Value Blatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
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Stephanie Beavers - Editor

Restoration and Maintenance Tips March Membership Meeting

By John Ryan

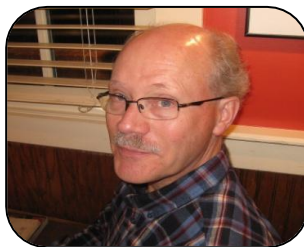
The program for the March NVRG monthly membership meeting was a “tour de force” by member Jim Cross covering a very wide range of DIY restoration and maintenance topics. (Members will recall that Jim and Edna Cross were the gracious hosts of the picnic held during NVRG’s 2016 Eastern National Meet.) Jim is a “hands on” antique vehicle owner and restorer. He owns, maintains and drives a wide range of vehicle models and vintages from the very early 1900s to the post-war era, including several Ford V8s. Jim’s mission at the meeting was to impart a small part of the knowledge he’s gained over several decades working on his and Edna’s cars.



Jim Cross and Friends

Jim opened his presentation by distributing copies of an outline of the material he was going to present. The outline was very useful in helping members keep track of the wide-ranging presentation covering a myriad of topics. Perhaps just to get the audience in the right frame of mind for what was to come, Jim also distributed a set of guidelines (machine settings and recommended rods) for stick welding.

Up Front with the President



April 2018

As I write this message on, March 20, the first day of Spring, we are expecting 8" to 10" of snow. As a kid said to "Shoeless" Joe Jackson of the Chicago White Sox as he left the Cook County Courthouse after testifying before the grand jury that he was one of eight players who took bribes to throw the 1919 World Series to the Cincinnati Reds, "Say it ain't so, Joe." Well, I'm telling you, it IS so – white snowflakes are upon us. Just when we thought warm temperatures were here to stay, we will need to postpone our old Ford driving adventures a little longer. Fortunately, in addition to our monthly meetings, we have several club activities on the horizon.

On April 7, we will enjoy a Garage Tour of three members' garages. Thanks to **Stan Johnson, Clem Clement** and **Keith Randall** for hosting the club to your inner sanctums.

On April 21, **Hank DuBois** and **Jim LaBaugh** will be hosting the annual **Poker Run Tour**. It's an opportunity to drive your old Ford on scenic byways of Virginia. Associated with the driving route are trivia questions that each team must try to answer. The team with the most correct answers wins.

On May 5, 11 am to 2 pm, Boy Scout Troop 150 will celebrate their 90th anniversary at the Annandale United Methodist Church. As an Eagle Scout myself, I will be there and trust that many of you will join me at this special occasion.

On May 19, **Dave Westrate** will oversee for his 21st year the **Annual NVRG/City of Fairfax Antique Car Show**. To volunteer, contact Dave directly.

On May 21-25, several members will participate in the **EFV8 PA Dutch Country National Driving Tour**.

On June 11-15, **2018 EFV8 Grand National Meet**, Dearborn, MI. The grand national meets are only held once every five years. Several members will be caravanning together to the meet.

On June 17, **Father's Day Antique Car Show, Sully Plantation**. The show is hosted by the Greater Washington Chapter of the Model A Ford Club of America.

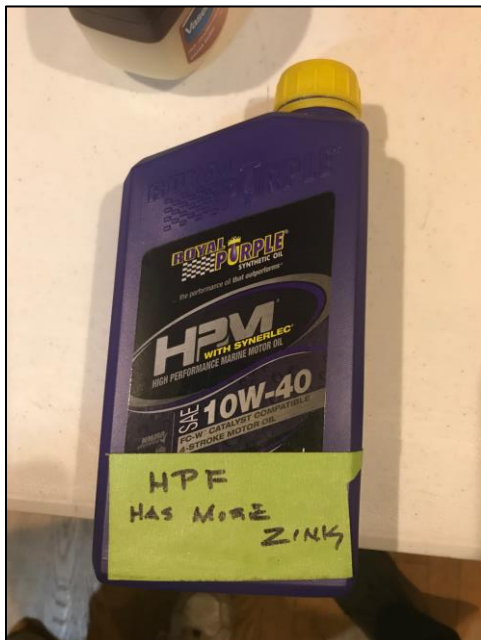
As members of **EFV8 Club of America**, we are represented by the officers and directors from nine regions of the US, Europe, Canada, Australia and New Zealand. **Dave Collette** is the director for the Mid-Atlantic Region. Dave and other officers and directors meet four times each fiscal year. The notes from the last "Face-to-Face Board Meeting" held in Dearborn, MI, are in this edition of the Valve Clatter.

Best Regards,

Joe

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

Lubrication always generates a lot of discussion, opinion and anecdotes about which oils and greases perform well in our engines, gearboxes, wheel bearings, etc. Jim described his experiences and identified products that have produced superior results for him. The products included extreme pressure lubricants in the form of both grease (distributor cams) and oil (Model T spring perches). For wheel bearings, Jim discouraged using disc brake grease and recommended more traditional types, such as the Model T red-colored grease or the traditional fibrous type. Jim uses John Deere Corn Head Grease for u-joints. For engine oils, Royal Purple HPM (High Performance Marine) and HPF (Racing) oils have high ZDDP content and were recommended to Jim by the manufacturer over standard Royal Purple.



Royal Purple HPM

In contrast to the very modern Royal Purple products, some very old products are still relevant. The venerable (since 1923) Marvel Mystery Oil as a gas tank additive has properties similar to a fuel stabilizer. The often-maligned and often-praised 600 weight gear oil now has a more modern alternative in the form of Lubriplate SPO277, a similar but superior product. The 600 W oil (a.k.a. steam cylinder oil) was originally developed for lubricating steam engines and was made from rendered beef fat which would not exit the cylinder when the steam was exhausted.

Confronted with repairs to very early cars, such as Jim's 1909 Buick, parts often have to be fabricated from raw material. Examples include machining a water pump packing washer, casting knobs from modern plastic casting materials. Fuel pump rebuilding may require fabricating a diaphragm from Viton sheet stock. (On fuel pumps for most antique cars, the diaphragms can be easily replaced in contrast to today's integrated assemblies.) Jim has used lead sheet stock as a gasket material for warped surfaces, commonly encountered on carburetor fuel bowls. Other sheet materials (cork or plastic) can be used to make gaskets and washers. Jim showed several examples of gaskets made from sheet stock and homemade knobs made from cast plastic. The McMaster-Carr company has a wide range of sheet materials, die sets, and punch pliers to aid in fabricating these sorts of parts. Jim displayed a gasket punch set and mentioned that electrical box knock-out cutters can also be used to cut gaskets.



Gasket Punch Set

Speaking of materials, wood is found in various places, especially in the older cars. Jim discussed Kwick Poly, a product for repair of wood. It can be used to fill screw holes which are worn oversize or stripped. The product sets up quickly (in 2 minutes) and cures very hard so that it must be drilled or tapped for the new fasteners. Jim also demonstrated a method for tightening up wood spoke wheels using a copper shim on the hub.

Adapting parts from other vehicles is a strategy often used for the very early cars when new or used replacements are entirely unobtainable. "Case" in point: for Jim's very rare 1916 Case 7-passenger touring car, the original distributor – an unusual Westinghouse unit – needed replacement. Solution: a modified Model A distributor which required relatively minor machining to adapt.

Jim also briefly discussed cooling system maintenance and diagnosis and related overheating issues – a topic bound to generate lot of interest among flathead fans. Maintenance might include a system flush with "sal soda" (sodium carbonate), readily available as Arm & Hammer's "Super Washing Soda," available at grocery stores. Refills should use only distilled water. Cooling system diagnosis includes using a non-contact IR temperature sensor to measure the temperature difference between radiator top and bottom. There should be a 20° F difference. Radiator coolant testers can check for exhaust leaks, nitrates, pH and freeze point and are readily available at the local parts store. For diagnosing persistent problems, radiators can be very closely inspected to determine if there is any separation between tubes and fins. In severe cases, a simple electrical continuity test may indicate separation. The solution to any significant tube-fin separation: a new radiator core!

It is well known that ignition timing issues can cause overheating. But incorrect valve action can increase engine temperatures as well. Jim illustrated the effect of valve adjustment by describing a summertime cross-country trip in his 1925 Model T. After correcting improperly adjusted valves, the water pump had to be removed because the engine wouldn't get up to proper operating temperature – it maxed out at 100° F! His 1913 Model T also experienced chronic overheating. Learning from his experience with the '25, he solved the problem by correctly timing the valves – by repositioning the timing gear by two teeth!

The range of topics covered in the presentation was quite broad. Jim briefly shared his experiences with a cracked block, exhaust manifold insulating blankets to reduce underhood temperatures, internal blockages in flexible brake hoses, and tools for on-road repairs, among other topics.

The March meeting program continued our tradition of sharing experiences and technical expertise

among NVRG members. This program – a compilation of insights and recommendations gathered over decades – contained much practical information of immediate use by all members. Many thanks to Jim Cross for his very informative and entertaining program.

RECOGNITION

A Big Thank You to All

By Ken Burns

It was quite a run and I never could have done it without the outstanding support of everyone in the NVRG. At the Board of Directors meeting last month I found out that the *Valve Clatter* had been awarded First Place in the Early Ford V-8 Club's annual newsletter competition. This is the second time in three years that our club has been so honored. I mentioned that "it was quite a run," and by that I mean that over the past eight years the *Valve Clatter* has been awarded 2 Firsts, 2 Seconds, 2 Thirds, and has never finished out of the Top Five.



How did this happen? We've got a great club, active members, killer presentations at our regular monthly meetings, abundant tours, garage tours and tech sessions, family activities and so much more. We've also got folks who are willing to write up these activities. Okay, maybe I did coerce some of you into writing for me, but you always came through with flying colors. My job as editor was made so much easier knowing that I could count on having plenty of pertinent and meaningful content to work with each month.

Beginning in January we shifted to a new way of publishing the *Valve Clatter*. Things are a little more decentralized now but are going well. We're still the same club and we're still the same people enjoying the same activities, so there shouldn't be any drop off in quality or quantity in the content of our newsletter. I never could have had a successful tenure as your editor without support from all of you. I strongly urge everyone to continue to write for our Content Coordinators; in fact, don't wait to be asked. Volunteer to write up a monthly meeting, if you're on a tour take some pictures and do a short write-up, if you're working a project (either your restoration or just a repair or an upgrade) write it up and share your knowledge with everyone.

Lastly, I want to once again thank everyone who contributed to the *Valve Clatter* over the past eight years – you're an amazing bunch of V-8ers. Now get back to work and write something for our new team!

RUMINATIONS

Winter Thoughts and Inactions

By Clem Clement

Mid-January I caught the crud. (Not the flu, and, yes, I got the flu shot.) I had no energy, spirit or interest in misbehaving. I just wanted to sit/lay still and vegetate. In mid-February the crud was still hanging on. So, winter plans and reports follow:

40MERC: I planned to finish acceptance checks on my 40Merc: never took the dust cover off. I had prepared for a late test fall run, but the '39 Ford pickup truck was parked in front of the 40MERC and died blocking the 40MERC in place.

'39 truck: I figured out why it would not start: the fuel pump was on the fritz. I searched and found out no dealer had the correct pump for sale, so now I have a new incorrect pump with the glass filter attached. It took a month working maybe 10 minutes between naps a day to mount the thing. So far, I have not found a rebuilt kit for it for the old one.

A study of my accelerator pedal did bring some success. My floor mat looks awfully like a white shag carpet. (But good, as rubber mats are about \$100 bux.) Turns out the rug bunched up under the spoon (part No. 9725) and I wasn't getting full travel. I carved out some of the rug which left an ugly black undercoat showing. Then came matching spray paint

and all is lovely. I messed around the accelerator mech from the carb to the firewall. The mech could not move to full throttle position due to the wiring harness being in the way. More naps and interrupted study revealed that I had installed the wire harness over the wiper vacuum metal line, not under it. More naps... Eventually I undid the wires to the starter solenoid and promptly lost their washers, replacements of which were in the upstairs train room. More naps... The loom wire to the oil pressure sender was also over the vacuum line and in trying to replace the attachment screw to the top of the sender, I lost the washer and stripped the threads of the sender unit. BIG NAP... Years ago, when I installed Tyree Harris's harness, I found that the wire to the generator cutout was 3" too short. I added an extension without cutting the original eyelet off (meaning a nut and bolt covered in electrical tape. Ugly but works.) Now that the harness is under the vacuum line, the cutout wire will still not reach. Study of the Greenbook diagram of the wire positions, it looks like that wire was originally strung thru the left wiring and conduit assembly-L.H. (Part No. 12281.) That appears to be too hard to do... The four plug wires come out the side of the assembly. On my engine there are only 3 side wire holes, so the wire for the eighth plug comes out the rear of the assembly.

'30 Model A: I did get an oil change and a couple of battery charges. On one of the few warm days we had, I tried to start the A: no such luck. Naptime followed by more study revealed that the fuel shut-off valve had not been opened. Zat my job too? Some good came out of that dumbness: I find that sometimes I can turn the ignition key off and still have power to the coil and plugs. Good to know. (Normally, I shut the A down by closing the fuel valve and let the engine fuel run dry.) I'm a slow learner for sure.

Air Compressor: Somewhere in the fall my portable air compressor threw flames everywhere as it fried the GFI plug and the motor. New compressor and GFI are still in their boxes awaiting installation.

CDC: Happily, I did get out to Jan. and Feb. cheery CDC events. Golly, they are fun and good for the spirit! I recommend these fun gatherings highly.

CRUD: In my day, Mother would have wrapped some cutup unions in a dishcloth and tied it around my neck and put me to bed stinking. Grand Pappy,

who was always sewed into his long johns in September and cut out in May, would go out and dig a ditch till he felt better... Whatever bug we have it stinks. Nappy time is #1. Night sleep is scarce. I have no interest in nothing. There are projects everywhere with no work done to them. It took me 15 days to do 4 nuts/bolts on the '39 and I don't trust my work anywhere. The wonderful Olympics have saved me.

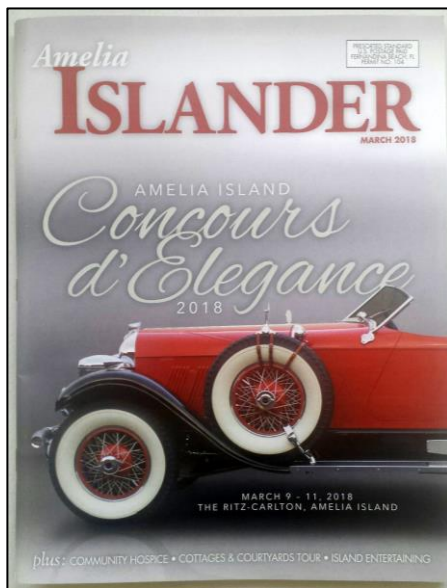
As I started out, not much accomplished this winter. Stay strong. Well, thanks for listening. I see it is snowing outside as I type, so it's nappy time around here...

ELEGANCE ON DISPLAY

Seen at the Amelia Island Concourse

By Cliff Green

Several members were present at the 24th Amelia Island Concourse. Most prominent was Al Mason, whose 1928 Auburn boat tail Speedster was featured on the meet poster and the brochure, plus the cover of the Island Monthly magazine (*image below*). This beautiful car has been seen in various stages of restoration at Al's home garage in Purcellville. Remarkably, he did most of the work himself.

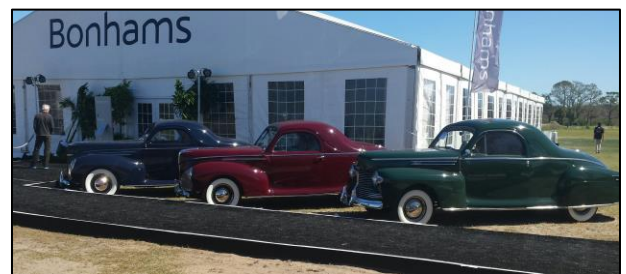


Member Ken Gross was again a distinguished judge. I was able to chat with member Bill Lightfoot, who has invested in exotic sports cars along with his V8 interests.

Dave and Norma Blum (10th time), along with Bill and Liz Simons (5th) came for five days. They were able to secure an oceanside condo adjacent to the Ritz and were on top of all the activities. Sandra and I stay on the Amelia Island Plantation every winter with easy access to the functions.

There are five auctions during Concourse week. We enjoy Gooding's the most. Not only is it the most accessible to our unit, but the entrance fee of \$30 includes the viewing the day before with a coffee bar and canapés plus a full breakfast on auction morning catered by the Omni Hotel... and all the Bloody Marys and Mimosas you can drink!! The Bonhams auction had similar arrangements.

For the second year in a row, the Sunday Concourse was pushed back to Saturday because of forecasted rain. The big RM auction was pushed back to Friday. This compressed the scheduling and interfered with other companies' planned events. Adjustments were made as the "Cars and Coffee," which was the one function scheduled on Saturday, was moved to other golf fairways. However, the C&C was free, whereas the Concourse admission was \$120 (\$95 in advance). Thus, we breezed through the C&C displays to concentrate where our money was!! And the crowds!! You could not see it all!



Lincoln Zephyrs at Auction: '39 (\$132k), '40 (\$87k) and '42 (\$90k)

These were not the events to inspect flatheads. The majority of the show and auction cars were foreign sports and classics. I was burned out on Porsches. On the other hand, very few muscle cars! The only cars of V8 interests was a lone '36 cabriolet (\$44k), three Lincoln Zephyr coupes ('39,'40 and '42) (*image*) and a '41 Lincoln Continental.



'41 Lincoln Continental Convertible (\$62k)

BTW, it did not rain on Sunday!

THE SAGA CONTINUES

1939 Pickup with Noise Troubles (continued from a June 2017 Valve Clatter report)

By Clem Clement

Story is that the truck is a resting place for parts of at least 3 former vehicles. The truck is a loose formation of parts rolling in a gaggle. This is about right for an old truck. The late Gill Williams and the late Mr. Ed told me they had built the truck from at least 3 worsed carcasses. DNA evidence proves that 928392634.7 steel coat hangers had "given it up" for the truck's sides, corners and random apertures thereabouts. Rear fenders are not truck fenders. Two gas tank snouts seem odd. The seat pair was from a 1937 Gesnort Model Zero and was covered in light green and cream EFLF (Early Flex Linoleum Flooring). Hood prop is from a Model A brake rod. Hubcaps were a lovely mismatched set but matching on each side. The right inner door panel is metal, whereas the left one is cardboard. I named him after my Late Uncle Raeman Borden who taught me mechancking real good. (Uncle Raeman's wooden tool box that he made in Philadelphia auto trade school in 1923 rides proudly in the bed. In one of my first tours, we hit a cloudburst and nothing inside was not soaked. The good news is that I have an oversized radiator, matching green fan belt and the truck is really fun to drive!

Seems the transmission always had something to say. Gill spoke of various parts being gathered for the project. The case is a 1935, no. 18-1439057. The gears are thought to be early. There is a brake/clutch assembly pivot for a 1940 tranny mounted on the frame?? The gear box had an annoying howl in third gear. It took above 52 mph before the engine noise

covered the squawking. "Uncle Raeman" carried me many a mile in this config., annoying my passengers.

As time went on and other maladies got attend-ed to, it became clear to me that help was needed. Several Clubbers listened and thought it was a gear problem. Because it has a closed drive shaft and sound can transfer, several were equally convinced it was a bad rear end. I was hoping for opening up the rear end as I wanted change rear gear ratios.

Further study revealed that the clamshells were loose. The 6 mounting bolts were incorrect with too thick heads installed with self-locking nuts. This made tightening the clamshell very difficult. Also, a random clanking sound chimed in from time to time.

Last summer we decided to spread the parts around and see what was the issue. Donuts, coffee and lunch was ordered, and invites gone out and the engine doctors gathered here over the patient... I was lucky to have John Ryan and other experts hover over our work.

Mystery: As always with an old vehicle, its history is confusing. (Like why the '40 tranny is included or why mess with an ole truck in the first place?)

With truck jacked up, noise occurs in third gear only. Noise comes from rear of tranny.

Decision: Remove tranny and replace with a minto red tranny

Mission: Fix something on my 1939 Ford pickup.

Undercarriage noise in third gear getting worse.

Random clunking from tranny area annoying to driver

Need to get greasy.

Process: Find perfect tranny someplace:

Fix it perfecter with new bearings and shims, etc.

Slam in '39

Run forthwith

Facts: Tranny in truck not a '39

Parts from a '40 setup were previously installed Whaaaa?

Action plan: Invited ev-8ers to play as a team on tranny problem:

Determine where the noise is coming from

Fix something

Have donuts, coffee, pizza together

Enjoy a team effort. Team included from time to

time: John Ryan, Benny Leonard, Bill Selley, Suzette, Jim Gray, Steve Zimmerli, Cliff Green, Stan Johnson, Tom Quigley, the postmen and me and probably others.

A few years earlier I found a bright red tranny at

a Westminster AACA parts meet. The seller said it was a '39, fully rebuilt and peeeerfect. It was raining and the red did not wash off; therefore, it was perfect!! At John's wise recommendation we cracked it open just to see. The bearings were used so we rebuilt with new bearings and shim washers. Gears are a later set of '39s with separate brass syncro rings in a 1938 case. Good plan. My team demanded the red be repainted... Golly, I thought the special red sauce would keep the gremlins back. That tranny went together with the usual battles of wrong parts sent, some modifying and hammer work. On the road and so far, so good!

We disassembled the bad tranny and found wear but no problems. After much study we believe the issue was a loose universal mounting bolt and loose and incorrect clamshell bolts. Evidence: 3 of the 4 universal joint pivot ends were shiny, indicating heavy rubbing/scoring on the B-4513 Cap (universal joint housing inner). As I reported, the "clank" sound came from the universal ends hitting one of the two grease input aperture lips on the cap. Interestingly, the forward edge of the universal is shinier (it is factory turned) than the rear end indicating the front lip was bumping on the rear bearing center, furthering proof of slight motion between surfaces. The head end of the universal securing bolt was well worn.



U-Joint Securing Bolt

The bolts attaching the U-Joint caps (commonly called the "clam shell") have very little room to tighten the nuts. (Fordbarn members report that these bolts are in limited supply so don't toss your old ones.) Universal Joint mounting bolt is Ford no.

24369-S, a 3/8-24-7/8" hex head bolt. (Nacewicz: #R91-05. Bratton: #10430 [3/8 x24 x1"])



U-Joint Inner Cap

We followed Mac Van Pelt's *The Ins and Outs of Early Ford Transmissions* book closely. This is an excellent step-by-step reference document.

Diagnosis: (Based on expert advice by Mac VanPelt) The drive shaft doesn't have the freedom to move forward or back. The main shaft of the tranny doesn't have room to move forward or back **IF** the uni is bolted securely to the rear main shaft. Since we have determined the uni mounting bolt was loose, the shaft has about 1/2 inch of play. When shifting gears, pressure is applied to the tranny shaft. The first to move probably is the main shaft forward or back to take up the slop, causing peening on the bolt head. Probably every time the tranny is shifted, the universal moves fore or back. (Probably as well when acceleration/deceleration occurs.)

In sum, be sure to install and tighten the heavy locking washer and spacer on the bolt and tighten it to spec when assembling your tranny. This must be done before the drive shaft assembly is connected. (There are at least 2 known incidents that the worker did not install the bolt as he could not find it. In both cases the tranny was damaged!

Lessons learned: Everything took longer than planned.

The parts travel times to get to my house delayed activities.

Comradery is the best part.

If attendees' factual stories about ladies and pickup trucks were 1/2 true, there were not enough pickups to go around...

We now have a chromed shifter in the truck. Ten knots faster I go.

Results: Great camaraderie

New parts tossed in:

- Replacement tranny with all new bearings, shims, etc.
- New clutch and pressure plate
- Slightly used oil
- Tons of free advice and alternative truths tossed about: some relative
- Hoity Toity chromed 1940 shifter stick installed
- Many pizzas gave it up

Thanks a BUNCH, everyone!!!

NEW MEMBER WELCOME

MEMBERSHIP WELCOME

By Gay Harrington

A newer member of our NVRG is Frank Wood, who resides in Williamsburg, VA. On behalf of the entire NVRG, I'd like to officially welcome Frank to our chapter of the Early Ford V-8 Club of America!

Frank owns two early V8's: a 1950 Ford Custom Tudor and a 1949 Mercury Club Coupe. Here is what Frank recently shared with me about his beautiful EFV8 vehicles:

"I have owned the 1950 Ford since 1982. All original except for floor covering and trunk mat. 48k miles.



Frank Wood's 50 Ford

I bought the 1949 Mercury about a year ago off the EFV8 classifieds from an EFV8 club member in the St. Louis area, who had the car about 20 years. He repainted it, had some chrome redone and got it running. It has the original interior except for floor covering and trunk. I am still in the process of getting

it mechanically reliable. One of the most original 49-51 Mercury coupes I have seen."



Frank Wood's 49 Mercury

TOUR REPORT

AACA Flea Market in Westminster

by Dave Gunnarson

While March 20th might be the official first day of Spring, for a group of early-bird NVRGers, the old car season began anew Friday March 23rd at the AACA Sugarloaf Mountain Region 45th Annual Indoor-Outdoor Antique & Classic Auto Parts - Swap Meet in Westminster, Maryland.



A 1966 Mercury Park Lane convertible for sale at \$7,500 as a driver seemed to catch Bill Simon's eye.

A blanket of snow in the surrounding countryside gave ample evidence that winter weather was still around, but upon entering the indoor and heated Agricultural exhibit hall, spring was in full bloom. Although there wasn't an abundance of early Ford V8 parts, everyone seemed to find something they just couldn't leave without. Ken Burns snapped up a nice Ford Chassis Parts Orange Book and Hank DuBois brought home an NOS instrument housing and a snake oil gadget. There were plenty of tools, clocks and trinkets to catch everyone's eye. Smiles seen all around made a good start to the old car season.



Pictured left to right: Joe Freund, Steve Groves, Dick Johns, Bill Simon, Benny Lenard, Jim Cross, Ken Burns, Clem Clement, Tank Edwards, Bruce Metcalf, Bill Selley, Jim Gray, Hank DuBois, Dave Gunnarson. Not pictured: John Ryan, Jim Crawford, Mike Prater and Luke Chaplin.



An indoor venue was very much appreciated by all. A handful of outdoor spaces in the mud, snow and wind were less popular.

Notes from the National Early Ford V8 Club

Summary of Face to Face Board Meeting, Dearborn, MI

February 13-14, 2018



National Officers for 2018:

President - Phill Hall

Vice President – Mike Driskell

Board Secretary - Joyce Parsons

National Chief Judge – Ken Bounds*

Directors - same as 2017 (all incumbents were re-elected)

(*Replaces John McBurney, National Chief Judge -2006-2017, now Midwest Deputy Chief Judge)

Election Ballot, Write-In Option: This option has been removed. All members seeking to serve as a national director should submit their resume prior to the election so members can review the candidate's qualifications.

Financials and Membership: Membership for 2017 decreased by 5.28% from 8,453 to 8,007.

Grand National Meet June 11-15th: An excellent meet is being planned. Please try to attend. There are several great tours involved -the Village Industries bus tour, Picnic Day at the Greenfield Village, Benson Ford Research Center behind the Scenes tour and a private tour of the Rouge Factory.

V-8 Times: Jerry Windle gave a report to the board noting that we have two new advertisers. A new feature - "Behind the Advertisers" will give further information on companies and their products.

Technical Books: The 1949 -1951 Mercury Book is getting closer to completion as is the Flathead Engine Book. The 1933 - 1934 Ford Book Revision is begin put together by Dave Rehor and Don Rogers.

2019 National Meets: The Central National Meet will be held on August 24 -27, 2019 in Auburn Indiana featuring the opening of the Early Ford V-8 Foundation Museum expansion. We are still looking for hosts for the Eastern and Western Meets.

National Driving Tours 2018:

1. Pennsylvania Dutch Driving Tour, May 21-25, sponsored by the Hawk Mountain RG #57.
2. Welcome to Montana Driving Tour, August 26-31, sponsored by the Big Sky RG#153.
3. Southern New Mexico Driving Tour, October 5-10, sponsored by the Tumbleweed RG#79.

Check the club's website and the V-8 Times for more info.

Regional Group Anniversaries:

45th Anniversaries - Kansas City Regional Group #55 and the Indiana Regional Group #56. Congratulations!!

Early Ford Foundation Museum Update:

The outside walls and roof are completed. The rotunda is being framed in and lighting plans finished up. If you wish to stop on your way to the Grand National, there will be a "Sneak Peak" Saturday, June 9th. Lunch will be available from 11:00 am to 2:30 pm on Sunday, June 10th. The event is sponsored by the Auburn Blue Ovals RG#169.

Use of National Logo:

Regional groups have the authority to use the national logo on their nonprofit event flyers, flags, business cards, stationery, envelopes, banners, websites, newsletters and portable signs. Business cards can only have regional information and cannot list any products, services or businesses. Regional Directors can grant the use of the National Logo within our prescribed region without having to present to the entire board as long as it meets the above guidelines.

NVRG Trifecta Garage Tour

Saturday, April 7, 2018

Join us as we usher in the tour season by visiting three members' garages! Meet at Fair Oaks Mall @ 8:30 am or join us at our first stop, Clem Clement's garage w/'40 Merc Convert @ 9:00 am. We'll then go on to Keith Randall's garage w/award winning Model T, '36 Cabby, etc. @10:15 am, followed by Stan Johnson's garage w/A-V8 under construction @ 11:45 am. We'll finish up with lunch at a nearby restaurant at 1:00 pm. Please contact Hank DuBois @ handcdubois@verizon.net or 703-476-6919, if you plan to join us so our hosts will know how many of us to expect and I can get an accurate lunch count. Be sure to plan on driving your V8 if the weather cooperates.



17th Annual NVRG Poker Run

Saturday, April 21, 2018

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

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

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

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

Hank Dubois (handcdubois@verizon.net or 703-476-6919), or

Jim LaBaugh (jlabbaugh@verizon.net or 703-573-9285)



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 (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 **18th** 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)



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. \$23,000 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 1960s 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. The implements need to be restored and serviced in order to make them operable. Would make a great tractor for parades, etc. Asking \$1,950, contact me for more info.

Al Edwards, Front Royal, VA, 703-408-8372, AlFromVA@aol.com. (11/16)

Parts & Accessories FOR SALE

1935-40 Ford passenger car tailpipe, NOS/NORS. Never used, \$50. **Jason Javaras**, 540-786-5819. [3/18]



1942-48 Ford/Mercury SS back window trim w/rubber seal, \$50. **Jason Javaras**, 540-786-5819. [3/18]



1947-48 Ford accessory chrome grill guard, \$50. **Jason Javaras**, 540-786-5819. [3/18]



1940 and earlier years Ford "A" cylinder heads, \$25 each. **Jason Javaras**, 540-786-5819. [3/18]



Ford backup lamp (51A 18275). Needs switch, otherwise show quality, \$60. **Jason Javaras**, 540-786-5819. [3/18]



"How to Build Hot Rods." Fawcett book from the early '50s. Covers flathead Ford upgrades and body mods of the period. Neat stuff, decent shape, \$20. **Jason Javaras**, 540-786-5819. [3/18]



One pair 60-HP Ford Script Heads, NOS cast iron, best offer. // **Three 24-stud Ford Script Heads**, cast iron, best offer. **Leo Cummings**, RPMLHC@aol.com, cell: 571-212-7747. [3-18]



1936-39 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 gear set (all helical gears, 16 spline helical main shaft for sliding gear) in a late pickup case (1946 top loader). Includes an excellent used 36 - 38 top. Will sell complete gear set 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. (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 or 703-476-6919. (07/17)



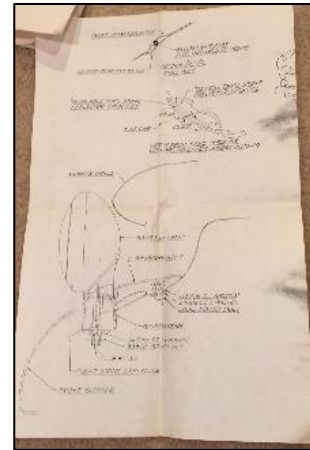
1941-48 Ford Original Shocks and Links: A pair (right & left) of original shocks with arms & links for 41-48 Ford front. These are used shocks that seem to be in good working order with no sign of internal rust issues. **John Ryan**, 301-469-7328 or john@ryanweb.com. 301-469-7328. (08/17)



Pair of 1949-51 three-rib fender skirts: Very good condition. Painted gloss black and was on my '51 until mid-1990s. \$90 for set. **Jim McDaniel**, jim44mcd@gmail.com c:202-409-4459. (8/16)



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 with bracket, and instructions. \$90. **Jim McDaniel**, jim44mcd@gmail.com c:202-409-4459. (8/16)



"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 F1 pickup. New in Box, never installed. \$15. Photos of all items upon request. **Jim McDaniel**, jim44mcd@gmail.com c:202-409-4459. (8/16)



1949-53 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)



Tools: Six-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. Three 21-stud motors; one 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 1935-36 Pickup wanted: Contact **Nick Arrington**, nta1153@verizon.net or 703-966-8422. (01/15)



Parts & Accessories WANTED


Car Rotator. Want to borrow, rent, or buy. **Steve Groves**, call 301-530-7411 before 9:00 PM. [04/18]




1951 Ford station wagon sway bar. **Steve Groves**, call 301-530-7411 before 9:00 PM. [04/18]




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



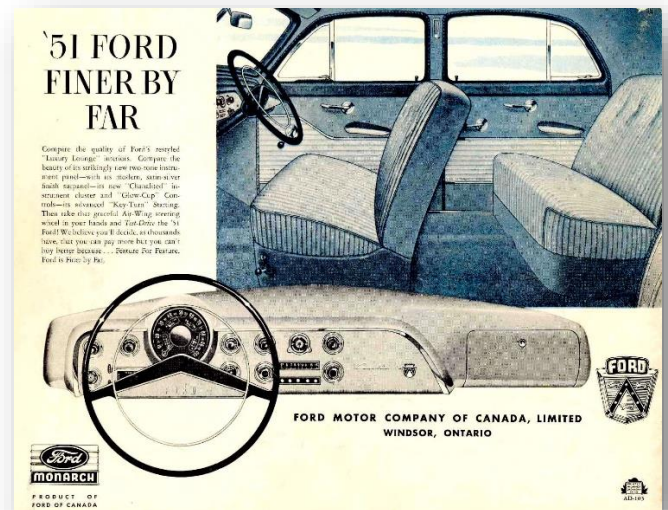
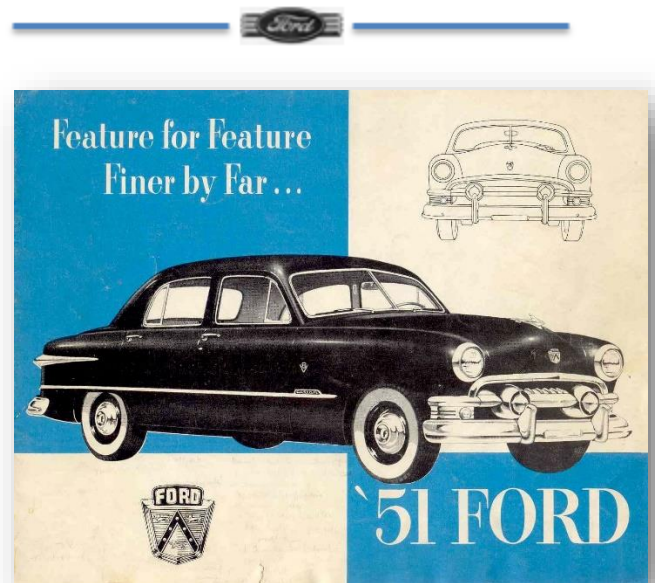
1951-52 Ford pickup bed: **Ray Lambert** 703-595-9834. (02/18)



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 or Jeberly4@comcast.net. (07/14)






NVRG Calendar





April 2018	
7	Garage Tour - Visit 3 member garages: Stan Johnson (A-V8 under construction), Clem Clement ('40 Merc Convert), and Keith Randall (Model T, '36 Cabby, etc.). Meet at 8:30 am @ Fair Oaks Mall.
10	Membership Meeting – 7 pm – Nottaway Park. Program: How the Model A Won WWII – Stan Johnson – Refreshments: Leo Cummings
11	Caffeine Double Clutch Breakfast – 9:30 am – Fair Oaks Silver Diner. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net
18	Valve Clatter Deadline - Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
21	Poker Run Tour – Meet at 9:00 am at Fair Oaks Mall. For a tour description, see page 12 of this issue. For sign ups and information, contact Hank Dubois (handcdubois@verizon.net or 703-476-6919), or Jim LaBaugh (jlabbaugh@verizon.net or 703-573-9285).
24	NVRG Board of Directors Meeting – 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.
May 2018	
5	90th anniversary celebration Annandale Boy Scout Troop 150 – 11 am – 2 pm, Annandale United Methodist Church – Columbia Pike & Gallows Road. Rain date May 12.
8	Membership Meeting – 7 pm – Nottaway Park. Program: Advancements and Challenges in Auto and Highway Safety – Dave Kidd – Refreshments: Hank DuBois
9	Caffeine Double Clutch Breakfast – 9:30 am – Fair Oaks Silver Diner. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net
18	Valve Clatter Deadline - Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
19	Annual NVRG/City of Fairfax Antique Car Show – For information or to volunteer, contact Dave Westrate at DlwBlw@aol.com
21-25	2018 EFV8 Pennsylvania Dutch Country National Driving Tour – Guided and individual tours with scheduled stops. For details and registration form, contact Lois Dries (610-966-5127 / calories@ptd.net) or Rick Slegel (610-926-3016 / rickscri@aol.com).
29	NVRG Board of Directors Meeting – 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.
June 2018	
11	Caravan to Dearborn for Grand National Meet – For information, contact Bill Simons at bsimons@rustinsurance.com
12	Membership Meeting and Ice Cream Social – 7 pm – Nottaway Park. Program: TBD – Refreshments: Dave Gunnarson
13	Caffeine Double Clutch Breakfast – 9:30 am – Fair Oaks Silver Diner. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net
17	Sully Plantation Father's Day Show – 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.

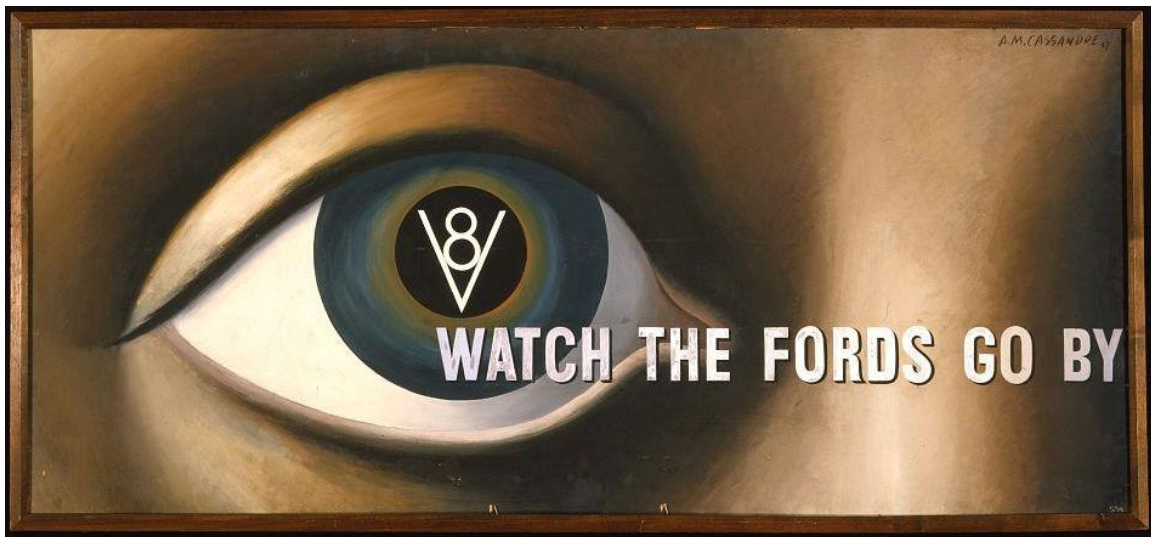
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Down the Road



 August 25 – NVRG picnic at the home of Bill Potter - Joint outing with the National Capital Regional Group

 December 8 – Holiday gala



Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	Joe Freund	joefreund@verizon.net
Monthly Meeting Report	Dave Gunnarson	gunnarson@verizon.net
Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Bill Simons	bsimons@rustinsurance.com
Want Ads	Jim McDaniel	jim44mcd@gmail.com
Membership and Dues Report	Gay Harrington	hahsuj@gmail.com
Restoration Reports	Ken Burns	helenandken@verizon.net
tech Articles	Cliff Green	dcliftongreen@gmail.com

NVRG Car of the Month
Alan Whelihan « 1947 Lincoln Continental Cabriolet



FIRST CLASS MAIL

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