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Valve Clatter

Early Ford V-8 Club of America



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Stephanie Beavers - Editor

2018 Grand National Meet Dearborn, Michigan

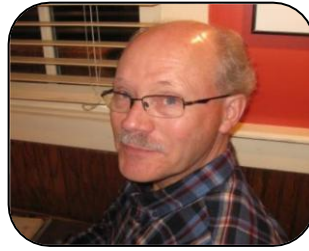
By Dave Gunnarson and John Ryan



The Early Ford V8 Club Grand National meet is held once every five years and thus draws an exceptional number of high-quality cars and attendees from all over the world. The 2018 meet in Dearborn, MI, logged 345 registrations, 677 attendees, and 186 vehicles, making it a huge success for the organizers, the EFV8 Club, and all who attended. Plus, the weather was near perfect the entire week.

A total of 32 NVRG members were spotted at the 2018 Grand National Meet: Bill Simons, Hank Dubois, John Ryan, Jim LaBaugh, Dave Westrate, Dave Gunnarson, Kathy and Leo Cummings, Jim McDaniel, Sara and Joe Freund, Susan and Keith Randall, Steve Groves, Frank Wood, Shelly and John Sweet, Jane and Wayne Chadderton, Frank Miller, Bill Potter, Mel and Barbara Herwald, Tommy and James Harper, Harry and Janet Foor, John and Yvonne French, Jeff Horrocks, and new members Dick and Joan Rial.

Up Front with the President



July 2018

The month of June was packed with antique car shows! There was the V8 Grand National Meet in Dearborn, MI, followed by the Sully Plantation car show on Father's Day and the Fairfax car show rescheduled from May due to rain.

The Fairfax car show was again hit with less than optimal weather with early morning drizzle followed by over-cast skies. Attendance was down but our spirits were high. We had a healthy number of NVRG members in attendance to handle the many show functions. In particular, **Dave Westrate** (his 21st year overseeing the show), **Gay Harrington**, registration, and **Dave Gunnarson**, parking layout, all did a terrific job.

Our June membership meeting was moved one week later so that NVRG members who attended the Grand National Meet could recount with words and pictures their experiences. Thanks to **Bill Potter** for providing snacks and refreshments.

As for my thoughts on my 1st Grand National Meet, it was an excellent experience to meet members from across the US and Canada. The cars and trucks were first rate and the personal stories of how their cars were acquired and restored was interesting.

Looking ahead, we have some fun events planned so please join other club members in as many of these as you can:

- July 14–15: Oatlands Military Celebration. Meet at Fair Oaks Mall at 9:00 am for caravan both days
- August 4: Brewfest at Workhouse Arts Center, Lorton, VA
- August 25: NVRG & NCRG Picnic, Bill Potter's home
- September 3: Annual Labor Day Car Show
- September 15–16: Drive-In Movie Tour, Stephens City, VA
- October 9–12: Hershey AACA Meet, Hershey, PA
- November 2–4 : Fall Tour, Oyster Festival, Urbanna, VA

Thank you.

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

Everywhere one looked, Ford was present. The meet hotel, the Edward Hotel and Convention Center, located across the street from Fair Lane, Henry and Clara Ford's home and very near Greenfield Village, The Henry Ford Museum and Ford Motor Company world headquarters made connecting with Ford an easy proposition. Even a local restaurant, the Ford Garage, featured Model A's outside with period gas pumps and a Model T and Model A lifted to the ceiling as centerpieces for two bars!



Inside the Privately-Owned "Ford Garage" Restaurant

Tours to the F-150 assembly building at Ford's Rouge factory were sold out and very popular. It is a marvel watching the 4-door crew cabs being assembled and later being driven out as fully finished vehicles – one every 52 seconds! Ford constructed this facility with a "green" roof which literally was green. Full of low-maintenance plants, the eco-inspired design significantly reduces heating and cooling costs while also reducing the volume of storm water flow from the facility.

Another meet tour was to Ford's first automotive plant – the Piquette Avenue plant – in use by Ford from 1903 to 1910, which was filled with "alphabet" Fords, all of which preceded the famous Model T. Examples of vehicles from other contemporary manufacturers made for an interesting comparison of Ford's competition. It was fairly easy to see the progression of Ford's automotive design leading up to the Model T. There was also a re-creation of the shop where the Model T was developed as well as Henry Ford's original office, furnished just as he used it.



Ford Piquette Plant

A Friday morning special tour was behind the scenes at the Benson Ford Research Library at Greenfield Village. This rare access was limited to two groups of only 25 attendees. Visitors were wowed with virtually unprecedented access to an amazing collection of paper items and three-dimensional objects such as Edison's original late 1800s patent models. One could hold the original pencil letter John Dillinger wrote to Henry Ford praising his cars. There was plenty for the women on the tour to admire as drawers full of amazingly intricate quilts were displayed. Apart from the tour, NVRG members Wayne Chadderton, Dave Gunnarson, John Ryan, and John Sweet used the Library's facilities to do research during the week.



Dave Westrate admires the stacks at the Benson Ford Research Library

A special opportunity was provided to Early V-8 vehicles owners to drive onto the grounds of Greenfield Village. Several NVRG members took advantage of this opportunity. A nice picnic lunch was included and there was plenty of time to visit the attractions of Greenfield Village a huge outdoor museum of early Americana featuring, among many other things, displays and artifacts of Henry Ford, Thomas Alva Edison, and Orville and Wilber Wright. You could spend an entire day at Greenfield Village. Some members also ventured into the adjacent Henry Ford Museum of American Innovation, which housed an extensive collection of automotive, aviation, and technology artifacts.

The primary focus of the Grand National was the judging and display of cars on Thursday. As usual, there was a wide variety of Ford, Mercury, and Lincoln vehicles shown, including some rare and unusual vehicles, some of which are shown in the following photos.



1944 Wartime Ambulance



Early Ford V-8 Race Car



A small part of the show field



1932 Sedan Delivery

The final major event of the meet was the awards banquet on Friday. The banquet was not only a recognition of the award-winning cars on display but also a final chance to interact with friends, both new and old, from all over the world. NVRG members Bill Simons, Dave Westrate, Keith Randall, Tommy Harper, and Joe Freund received awards for their cars.



NVRG Members at the Awards Banquet

Rain, Rain, Go Away!

By Dave Westrate

The 21st Annual Fairfax City Car Show was rained out in May for only the second time in its history, so it is hard to complain. Because of the time, money, and effort already expended, it was decided to reschedule for June 23rd. Although the early morning was bleak, we were able to complete the show between rain storms. As the day progressed, more and more cars showed up, and we ended up with 32 cars and had a nice showing and a good day after all.

One fun feature was a Flathead V8 that has the head removed from one side, which allows the operation of the valves and pistons to be observed as the engine runs. It was a huge hit with the public and won the Best Engine trophy. The engine was mounted in a beautiful trailer and towed behind a first class 1945 Ford Pickup truck. Club member Phil Murray brought the engine display which was much appreciated.

The Best in Show winner was a 1955 Packard owned by Tom Brooks. Mayor’s Choice went to a 1968 Triumph owned by Steve Higginbotham and People’s Choice went to a 1955 Ford owned by Jim Lieberman.

The Best in Show vehicle was selected this year by Andrew Wilson, who was honored for his 31 years of service to the community as a firefighter. The Fairfax City Fire Department had its fire safety display at the show, as it has for many years. Their program was complemented by a new event on public and child safety put on by the Fairfax City Police Department and the Fairfax County Sheriff's Department. All of these activities drew a large public crowd and should be even more successful in future years.

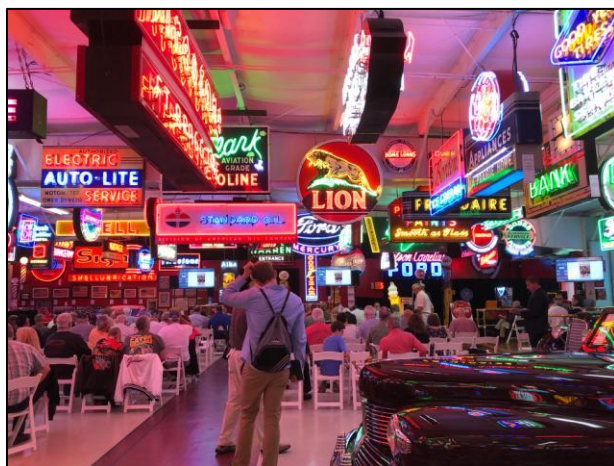
The Knights of Columbus once again provided food and refreshments and club member Andy Kroerner coordinated the participation of Cameron's Chocolates which is a local nonprofit whose mission is to provide employment for young adults with disabilities. All in all, a nice day.

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Prices Are High at the Dingman Auction... But There Were a Few Bargains

By Bill Simons

On Sunday June 24th, I picked up David Blum at the Portland, ME, airport and we drove south about

an hour to Hampton, NH, for the Dingman Auction of automobilia and about 45 cars. We arrived about 11am, in time to see that the bidding process was quite a bit behind schedule. There were about 200 lots to be sold before they even got to the cars. These lots were mostly signs, some tin and porcelain, and some neon, and most were selling well above expectations and thus taking more time as bidders kept bidding. A couple of examples: A neon Lincoln-Mercury dealer sign sold for \$30,000 when the anticipated price was \$10,000-\$15,000. Another double-sided winged neon Ford sign had a suggested range of \$6,000-\$8,000 and sold for \$18,000.



Just a few of the signs

We had plenty of time to evaluate each car and they were all in number 1 or number 2 condition. There were 9 Ford woodies ranging from 1932 to 1951. All of them seemed to be in perfect condition. One '46 and one '47 were restored completely with birds-eye maple inside and out.



Partial lineup prior to the auction

We stayed about 4 hours and realized that, with more than 100 lots of signs still to be sold, the car auction would begin much later in the afternoon. As

Dave had an early evening return flight, we reluctantly headed back to the airport before the first car was up for sale. The results were posted the next day online and they pretty much followed the high prices of the signs. Here are a couple of examples.

- 1961 Lincoln Continental Convertible: Suggested range \$40,000–\$60,000; sold for \$103,600
- 1946 Ford birds-eye Wagon: Suggested range \$60,000–\$90,000; sold for \$123,200
- 1949 Ford Convertible (nicer than mine, but not much nicer): Suggested range \$110,000–\$140,000; sold for \$100,800. WOW!!



Birds-eye 1946

There were also a couple of “bargains.” A 1939 Lincoln-Zephyr Convertible Sedan with a suggested range of \$190,000 to \$220,000 sold for \$114,000 and a beautiful 1939 Ford Super Deluxe Wagon with a range of \$80,000 to \$100,000 and sold for \$48,160. All vehicles were sold without reserve. To see the results of all the cars, log onto their website at www.rmsouthebys.com.

We were sorry we could not stay to see the cars being sold but it was a treat to attend the auction.

OUT AND ABOUT

2018 Eastern National Tour – Part 1 – Mon.-Wed.

By Ken Burns



Some of the cars on the 2018 Eastern National Tour

Helen and I thought it might be fun to participate in a National Tour after reading about the Randall’s participation in the 2016 Eastern National Tour. This year’s tour was hosted by the Hawk Mountain Regional Group and held in what is commonly known as Pennsylvania Dutch Country. A quick check on Google Maps showed the headquarters hotel was about 165 miles from Fairfax; the registration fee, banquet fee, hotel accommodations, etc. were all imminently reasonable, so we decided to take the plunge. Per Keith Randall, and he and Susan had already signed up. Keith was going to trailer his ’38 Deluxe Fordor and I was going to drive the Woodie.

On Monday, May 21st, we set out shortly after rush hour and headed north in beautiful weather. Out US 50, then up US 15. We circled around Harrisburg on PA 581, took US 322 East, got on US 422, drove through downtown Hershey and continued east. We easily reached Myerstown in plenty of time to check in at the host hotel, register with the Hawk Mountain folks, settle into our rooms and top off the gas tank in preparation for the first daily tour on Tuesday. Finally, I put the car cover on the Woodie.

During the welcome party we were briefed on how the upcoming tours would be run and that each day we’d cover about 100 miles. In my short article about the tour, I erroneously said that Helen had won the gift certificate for the chocolates at the Welcome Party. In reality, Susan Randall won the gift certificate and then gave it to Helen. Sorry, Susan.

The car cover came in handy since it rained Monday night and continued on throughout most of Tuesday. As a result, Keith’s ’38 stayed in the trailer, the cover stayed on the Woodie, and we all rode in Keith’s extended cab F-250. Tuesday’s tour featured sights in Lancaster County. We drove through bucolic rolling countryside to the Middle Creek Wildlife Management Area’s Visitors Center. The Center is located on the flyway for numerous types of birds and has a wonderful bird watching observation room overlooking Middle Creek Reservoir.



Leaving the Visitors Center we hit the road again for another scenic drive through the countryside to

Kitchen Kettle Village in Intercourse, PA. Back in 1954, the Burnleys started making jelly/jam/preserves in 40 kettles their 2-car garage using recipes handed down by Pat Burnley's mother. Soon the Burnleys had to build a shop to vend their wares. Over the years, the literal mom and pop operation grew into a booming business and then into a small village with 42 shops, two restaurants, numerous shops selling regional items, and an Amish horse and buggy ride. After lunch we headed over to the Lapp Valley Farm for some of the richest ice cream you've ever tasted. We were told the secret is that they use only fresh milk from Jersey cows which produce milk with the highest butterfat content of any dairy cow.

Once we finished our cones and sundaes we headed to Seiverling Pedal Car Museum in Ephrata. We've all seen pedal cars at Hershey, so you just know there had to be one or more museums dedicated to pedal cars. The museum has lots of vintage pedal cars plus new production ones. One pedal car that caught my eye was the Ford Flivver. Back in September, Cliff and Dave Gunnarson presented a program dealing with alternate uses of Ford engines, and one such use was in the Ford Flivver, sort of like a Model T of air – a very, very basic aircraft. The current Flivver is a new construction pedal car which can be ordered from Airflow Collectibles in CA.



Wednesday found us exploring the back roads of Berks County throughout the morning. Along the way, Keith made a new friend while trying to drive through a covered bridge. I guess the driver felt he was too important or in too much of a hurry to wait for a small gaggle of antique cars to pass through the bridge in succession. Our lunch stop was at the Boyertown Town Museum of Historic Vehicles, where we ate lunch (fresh turkey or ham subs, chips, and beverages) in the restored 1938 Fegley's

Reading Diner which is housed inside the museum.



The museum is housed in the former building of the Jeremiah Sweinhart Carriage Factory/Boyertown Auto Body Works, which started operations in 1872 and specialized in luxury vehicles such as carriages, buggies, spring wagons, and sleighs. Eventually, the company expanded into the production of commercial vehicles: bakery wagons, huckster wagons, milk, ice and ice cream wagons, etc.



As gas-powered vehicles replaced the horse and buggy, Boyertown transitioned to building specialized commercial bodies. In 1914, it produced its first commercial delivery truck body – a simple wooden box designed to be mounted on a Ford Model T chassis.



1936 Ford-based butcher shop truck with Boyer built body

Leaving the Boyer Museum we toured over to the Hopewell Furnace National Historic Site, which produced iron and iron products from 1771 to 1883. Its location allowed it to take advantage of abundant local resources such as anthracite coal, iron ore, and water. After exploring the home of the superintendent, the furnace itself, and various other restored structures, we departed for Classic Auto Mall in Morgantown.

“Classic Auto Mall” aptly describes the operation. It’s actually a repurposed, 336,000-sq. ft. former mall that is now a climate-controlled auto consignment center, storage facility, and antique car collection, which includes a huge number of “barn finds,” all of which were driven into the Auto Mall. The cars are displayed both in the former shops and throughout the four main corridors of the Mall.



Some non-Shoobox cars on tour at the Classic Auto Mall



If you’ve been blown away by Clem’s 40 MERC, here’s a chance to restore one of your own

To be continued...

ONE MAN’S LOSS...

Fire Truck Loses Its Home, Finds a New One!

By Jim McDaniel



This 1950 F-6 Ford fire truck began its career with the Fire Department in the small town of Springfield, SD, population around 1,600. The truck was used for rural firefighting for 35 years, retiring from service in 1985.

After retirement, it was put up for sale by the fire department and was purchased by a local merchant, Mr. Robert Schutt, owner of Kingsburg Grain & Feed Company. The truck had very low mileage on the odometer, and Mr. Schutt confirmed with the fire department that the mileage was correct. Current original mileage is still less than 6,000 miles.



Mr. Schutt used the truck for advertising and the occasional parade and, after only five years, sold the truck at auction in 1990 to a home in Mendota Heights, MN. There it lived for the next 17 years and, in 2007, it became a resident of Cummings, GA.



In 2010 it was purchased by NVRG member Norm Heathcote and NCR36 member Gary Wilmer, and they have maintained the truck meticulously and showed it locally. Recently, however, they have been notified the inside storage location they have used for years will soon be sold, and they will no longer have a secure facility for the truck. Norm and Gary agreed to part with it and, with over \$22,000 invested, were asking just \$15,000.

Upgrades include conversion to a 12-volt electrical system, new or replaced master and wheel cylinder rubber seals, battery, cooling system overflow/ recovery tank, belts and hoses, tires and tubes, various accessory pieces, and repainted truck body, bed liner on running boards, tail board, and rear interior.

Norm and Gary have the names and contact information for all previous owners should a potential buyer wish to contact them.

Last month's ad here in the VC resulted in a buyer and the truck has sold. The buyer? Our very own NVRG President Joe Freund (who is clearing out a space in his garage as we speak). Way to go, Joe! You got a great looking fire truck there!



BETTER LATE THAN NEVER

Early Ford V8 Club – Director Conference Call Summary

By Dave Collette

(The Clatter editorial staff apologize for not getting these notes out in the June issue.)

Here's a summary of the items discussed:

- There was discussion on finances by Dave

Rehor. Book sales and inventory were mentioned. We are going to try to sell books at the Grand National. The older version of the 1940 book will not be reprinted. We will wait till the new book is completed.

- The website had a new option – “Shopping Cart” that will calculate the shipping expense for your order.
- There was discussion on using social media for advertising.
- The V8 Times on flash drive will not be for sale at the Grand National. Still making a few changes to be more user-friendly.
- Gene Napoliello is still working on the 1949-51 Mercury Book. There is hope to get it published next year.
- The Flathead Engine Book is done and ready for publication.
- Progress is being made on revisions for the 1933-34 Book by Dave Rehor. It takes time with new pictures, etc. being added.
- Dates for National Meets were discussed. The 2019 Central Meet will be held in Auburn, IN, in late August. There is still discussion about the dates for a Western National Meet.
- The 2018 National Driving Tours were also listed. They include the PA Dutch Driving Tour in May (sponsored by Hawk Mt. #57), the Montana Tour Aug. 26-31 (sponsored by Big Sky #153) and the S. New Mexico Oct. 5-9 (sponsored by Tumbleweed #79). We are still looking for sponsors for the tours in 2019.
- We also went over all plans and assignments for the Grand National in Dearborn.

My wife Nancy and I will be in charge of the Operational Check at the Grand National next week. Please come and say hi.

TECH TIPS

Howdy Cliff,

Here is the method I told you about. My hope is folks can make use of it and teach others this method. It is fast, simple, and very accurate. When dynoing an engine by making adjustments in the lifters clearance to find out if the cam needs changing to make more HP and torque, you need to be able to set the lifter in the exact same spot to

change the clearance, either tighter or looser. Any other method you will not locate the exact same spot for the change in the clearance so you can see what that change did when that engine is run again on the dyno.

Mike Ready

“Teeter and Adjust” Lifter/ Tappet Adjustment

Method (taught to me by my dad 50 years ago)

By Mike Ready

This is when I learned something very few mechanics know. For want of a name for this procedure I call it “Teeter and Adjust.” When I refer to “Teeter” this is what I mean. When you are looking at a pair of lifters/tappets that are in the overlap phase, we want to rock the crank back and forth watching for both of the tops of these lifters/tappets to be the same exact height. This is one of the critical parts of this procedure. **Finding this spot on the cam sets the lifters/tappets on the cam lobes of the opposite cylinder in the firing order for adjusting/setting the clearance.** The purpose of this is to get these lifters/ tappets on that opposite cylinder as close to the centerline on the base circle of the cam as possible, which is opposite of the nose of the cam lobe on that lobe to adjust/set the clearance. The “teetered” lifters/tappets will be up in the open position in the “overlap” position. Therefore, the opposite cylinder lifters/tappets will be in the down/closed position. The procedure is done like this:

1. Find and write down the firing order
2. Draw a line dividing this firing order into two groups of numbers. For example, a 4-cylinder would have two numbers on each side of the line; 6 will have three on each side; 8 will have four on each side of the line; and so on for engines with more cylinders.
3. Position cylinder number 1 on top dead center.
4. Look at the first number after the line on the **RIGHT** group of numbers and see what cylinder that is.
5. Look at that cylinder’s lifters/tappets and, by rocking the crank back and forth, get each lifter/ tappet exactly the same height on their top edge of the lifter/tappet. These will be in the open/ “overlap” position on those lobes.
6. At this point in this procedure, the lifters/

tappets on the opposite cylinder (in this case, number 1) are exactly on the base circle and as close to the centerline of that cam lobe as possible. It is now time to set that clearance of those two lifters/tappets (on number 1).

These will be the numbers on the **LEFT** side of the line. All you have to do now is look at the next cylinder in the firing order and find its opposite cylinder in the firing order - pair of lifters / tappets (the **RIGHT** group) and with a very slight turn of the crank, “Teeter” them to get them at the same equal height. Then adjust the lifter/tappet clearances of that cylinder opposite in the firing order just after number 1 in the **LEFT** group. Move on down the line of the firing order numbers “Teetering and Adjusting” until you get to the end of the “Teetering” lifters (right of line). At this point, switch over to the cylinders (which will be on the **LEFT** of the line, dividing your firing order into two groups) and “Teeter” these cylinder numbers lifters/tappets and adjust their opposite cylinder that are on the **RIGHT** of the line. Once you have finished this group of cylinders you are all done. I believe it requires only two complete turns of the crankshaft to complete this “Teeter and Adjust” procedure.

Now, why is this considered the best way to set the cam lifters/tappets for adjusting the clearances? It positions the lifters/tappets on equal sides of the centerline of the base circle of the cam lobe. Then, when the clearance is adjusted/set it is VERY accurately set. Little to no chance for error and it is easy and a lot less work to do.

In the 50 years I have used dad’s method, I have taught many mechanics how to use it. It works on any even-numbered multiple-cylinder engine. Be it a 4-cylinder to any number of even-numbered cylinders: flathead, “L” head, overhead valve, overhead cam.

Doing mechanic work on all sorts of vehicles, tractors, heavy equipment, and in 15 years of building racing car engines, I have only found a very few who knew this method. In all these years I have found two pals who own a cam grinding company who each race cars, a few on race teams, and several diesel engine mechanics that knew and used this method.

I asked my dad where he learned this. Dad’s

reply was “I learned it to adjust the fuel injectors of a diesel engine accurately. I figured it would work real well on gasoline engine valve lifter/tappet settings.”

Here is an example using the firing order of a **Model A Ford 4-cylinder engine 1243:**

Write down the firing order and draw a line dividing this into two groups.

1. 1 2 / 4 3
2. Start by putting #1 on TDC
3. Look at # 4’s lifters and teeter them into equal height
4. Adjust # 1’s lifters
5. Look at # 3’s lifters and teeter them into equal height
6. Adjust # 2’s lifters

At this point all cylinders on the **left** side of the line are adjusted and done. Now focus on the group for teetering that is on the LEFT side (the group you just adjusted).

1. Look at # 1’s lifters and teeter them into equal height
2. Adjust # 4’s lifters
3. Look at # 2’s lifters and teeter them into equal height
4. Adjust # 3’s lifters — Now you are all done

The best feeler gauge to use is a No-Go feeler gauge. Another name for them is “stepped” feeler gauge.

I hope this is clear enough to make use of it. Give me a call if are confused. Make sure you teach other folks this method.

You need no weird tools for finding the correct spot to adjust the lifters that attach to the crankshaft. Also, you don’t jump around from one cylinder to another adjusting one lifter at a jump—you just follow the firing order and adjust BOTH lifters at the same time. With all the other ways, you can get lost and confused as you jump around. All you need is: paper, pen/pencil, stepped feeler gauge, proper-sized wrench.

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Climbing Mount Washington in my ‘49 Ford

By Frank Miller

I arrived at the gate to the Mount Washington Auto Road at 4:30pm on a Friday and they assured

me I would have enough time to get to the top. I was pleasantly surprised when they said antique cars could make the drive for free. I’m not sure how that works but they let me through.

I started slowly, going up in second gear. I was a little over a mile in and saw the temp was rising rapidly. By two miles, I had pulled over and it was pushing out water. There was a water barrel nearby so I poured water over the radiator to get it cool enough to get the cap off. It did not take a whole lot of water, so I was on my way after filling up.

While I was stopped, a car pulled in with smoking brakes. He said he was in low gear, but I question that. He was off in less than ten minutes, which is not nearly enough time to let them cool.

Anyway, I continued my ascent in first gear at 10–12 mph. The temp gauge was still climbing, but not as bad. When the gauge got close to the “H,” I pulled over and splashed more water on the radiator. This allowed it to cool enough for me to be on my way. I had to make another stop, but with the wind picking up, I was okay to just sit there and let it cool itself. After only a few minutes, I was on my way to the summit.



I stayed there for a few minutes but was eventually told everyone needed to start back down. I knew that I had to keep it in first and I needed to stay off the brakes as much as possible. Going down can be a bit scary, as you look straight at a drop-off while going into a turn. The car did not overheat going down; it did not even come up to temperature. I was able to stay at around 14-18 mph, but it did jump out of first gear a few times. I suppose that is something that could be addressed, but I’m not sure where I would test it to see if I got it fixed.

I got to the bottom and told the ranger I forgot to buy a bumper sticker for the car climbing the mountain. He gave me one and said, "No charge, as I paid to go up." Yeah, that's it.



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Tunnel Vision on the Way to Maine

By Mr. Torque

Liz and I planned to drive the '49 Woodie to Cape Elizabeth, ME, as we have for the past 5 years. We have a 1999 Toyota Camry that stays in the barn up there that we use as an "everyday" car, so the Woodie is just for fun. There are numerous car shows in our area during July and August with "Woodies in the Cove" being our favorite. That event is written up each year in the Woodie Times.

I drove the Woodie to Sully and back for the annual Father's Day show and it was running perfectly. So the Wednesday after Sully we packed up and headed north on the perilous I-95. It was raining when we left but the weather was supposed to clear, so I wasn't too worried, although the truck spray on wet roads presents its own set of challenges. We had just gotten through the Baltimore Tunnel when traffic came to a standstill. As the traffic began to move I could feel some hesitation going up a slight incline and within a mile, the lack of power became a serious problem. I noticed that my ammeter was buried in the discharge mode. We pulled off at the next exit where, in a parking lot, I raised the hood looking for a loose battery cable or some other simple solution. Seeing none, we decided to try and limp back home, but that dark tunnel loomed in front of us. Liz said, "No way" and I said, "We can make it." Being the driver, I had the advantage. I could maintain a speed of about 40 MPH which was too slow for the highway speed but okay for the tunnel. I "white knuckled" through as it became harder to maintain even 30 MPH. We limped south to the exit for the Baltimore beltway, where we pulled over on the wide shoulder and I reluctantly pulled out my cell phone and my AAA card. A roll-back showed up in about 30 minutes and we were back home in about an hour.



That afternoon I put on my spare voltage regulator hoping that was the problem, but no such luck. After a brief test ride it was clear that nothing had changed. Time to throw in the towel! I repacked all our cargo into Liz's Volvo and off we went the next morning. I must admit, it was a much more relaxing trip up I-95. No mechanical or overheating worries in the 95-degree heat, and the addition of air conditioning and cruise control made the trip almost pleasurable. This may be the end of taking the Woodie to Maine each summer. But no final decision yet! I need to think it over.

WELCOME!

Welcome!

By Gay Harrington

Thanks to Bill Simons, who attended the Dearborn National Meet, we have another new member: Dick and Joan Rial of Richmond, VA. Dick and Joan own a 1949 Mercury 4-door Sport Sedan. On behalf of our entire club, I'd like to extend a warm welcome to our newest NVRG members.

IN MEMORIUM

Harold Looney June 20, 1931–May 30, 2018

By Ken Burns

Harold Looney founded Vintique Auto Parts in Santa Ana, CA, in the 1960s. Vintique was well known in the SoCal area for its huge stock of NOS parts. Unfortunately, in April 1970 a fire destroyed the Vintique building including over 80% of its NOS parts. Harold relocated Vintique to 402 W. Chapman Street in Old Orange, CA, in what used to be a Ford dealership.



By the mid-70s, Harold had once again acquired a substantial stash of NOS parts, many of which were WWII surplus that he imported in bulk from Canada. As some of you know I was a member of the San Diego Regional Group for about 10 year when I lived in San Diego in the 1970s. Several members of the RG were personal friends of Harold Looney and arranged tours up to his place of business. During these visits, RG members were allowed behind-the-counter access to Harold's parts department where we could browse to our heart's content. It was during one of these forays that I found my NOS '41 Super Deluxe horn ring. It came heavily wrapped in cosmoline-impregnated paper. Once I unwrapped the ring and used solvent to clean all the goopy cosmoline away, I discovered that the ring had never been chrome plated; it was painted a dull battleship gray – definitely confirming that it was indeed a war surplus item.

Eventually Harold sold his retail business to C.W. Moss who still operates a vintage Ford parts store in the same building. Harold went on to establish Vintique Inc., one of the largest early Ford reproduction parts manufacturers in the country.

Harold's full obituary and pictures can be found here: <https://www.haroldsmemorial.com/>.



Catch of the Week

By Nick Arrington



ON THIS DAY IN HISTORY

- Caught off the coast of Massachusetts
- Boat – Matthew J. Boyle
- Skipper – H. Dubois
- Angler – R. U. Kiddin
- Weight – 2625 lbs.
- Line – 1400-lb. steel line
- Bait – 216-cubic-inch Babbitt stove bolt six
- Took 8 hours to reel in


From the Front Lines to the Home Front

WW I & II Commemorative Weekend

July 14 & 15 – Oatlands Plantation, Leesburg, VA

On Saturday and Sunday, July 14 & 15, Oatlands Plantation will be commemorating our Country's WW I & II experiences with a focus on Loudoun Co. and Oatlands. The weekend will feature a variety of displays ranging from living history interpreters and reenactors (including encampments), to military vehicles of all kinds, to exhibitors and organizations supporting veterans, to service dogs, and to vintage cars. Yes, that's right, vintage cars! The NVRG has been invited to display our V-8s in front of the historic Oatlands mansion as an integral part of this special weekend event. The invitation has also been extended to the George Washington Chapter (GWC) Model A Club. The hours for this special event are Saturday the 14th from 10:00 am to 5:00 pm and Sunday the 15th from 10:00 am to 3:00 pm, and there will be **no admission** charge for us. This is a great opportunity to show off our V-8s and experience (or re-experience) what it was like during those critical times in our Nation's history.

Metro area members will meet at Fair Oaks Mall and leave promptly at 9:00 am on Saturday and Sunday to caravan to Oatlands via Routes 50 & 15. Members outside the metro area can drive directly to Oatlands or join the caravan on the road. If you would like to be part of this special weekend (on one or both days), email Hank Dubois at handcdubois@verizon.net or call him at 703-476-6919—or just show up at Fair Oaks Mall or Oatlands. We had a great time at this event last year and it promises to be even better this year. Don't miss it!





OATLANDS
Historic House & Gardens
A National Trust Historic Site

From the Front Lines to the Home Front: Oatlands and World War I & World War II



Saturday, July 14 – 10 a.m. to 5 p.m.
Sunday, July 15 – 10 a.m. to 3 p.m.

Oatlands Historic House & Gardens
20850 Oatlands Plantation Lane, Leesburg, Virginia 20175
www.Oatlands.org 703-777-3174 ext. 103

From the Front Lines to the Home Front commemorates our country's World War I and World War II experiences with a focus on Loudoun County and Oatlands. Both wars had an impact on every American, from rationing to victory gardens to knowing someone who served. The Eustis family at Oatlands and the surrounding community sent young men to serve and experienced tragedy with the loss of loved ones.

 <p>William Corcoran Eustis <i>During World War I, Mr. Eustis served as an aide and interpreter to General of the Armies, John "Black Jack" Pershing.</i></p>	 <p>Morton Eustis <i>Morton Eustis was in Company C, 82nd Armored Reconnaissance Battalion, 2nd Armored Division. He was killed in action on August 13, 1944, near Domfront, France.</i></p>
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**VISIT OATLANDS FOR A
WORLD WAR I AND WORLD WAR II EXPERIENCE!**

	<ul style="list-style-type: none">- Living History Interpreters and Re-enactors- Military Vehicles & Jeep Rides- Vintage cars- Patriotic Songs- Exhibitors- Service Dogs- Field Church Service (Sunday only)- Activities for children	
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- Self-guided mansion tours and access to the garden
- Food and Beverages available for purchase

Admission: \$20 per family; \$10 per individual

Labor Day Car Show



September 3rd, 2018



8:00 AM to 3:00 PM

19th Annual Show "on the streets"
in the City of Fairfax, Virginia

Sponsored by the Clifton Lions Club and the City of Fairfax

ALL PROCEEDS BENEFIT LOCAL CHARITIES

***** Open Show *****

Antiques, Classics, Foreign, Customs, Trucks,
Street Rods, Muscle Cars, Motorcycles, and more

*** Specialty Trophies and "Participant Pick" Awards ***

*** Dash Plaques to the first 250 show vehicles ***

Visit www.labordaycarshow.org for show information
Contact Jim Chesley for Sponsorship and Vendor Opportunities
Telephone (703) 830-2129 or email jchesley@aol.com



Clifton Lions
Serve

Show Schedule

- 6 AM Registration Opens
- 8 AM Show Begins
- 12 Noon
 - Colors - American Legion
 - Post 177 Honor Guard
 - National Anthem
- 12:30 PM
 - Participant Balloting Ends
 - 2:00 PM 50/50 Raffle Ends
 - 2:15 PM 50/50 Raffle Drawn
 - 2:20 PM Trophy and Awards
 - Popular Choice - Top 20
 - Ladies Choice
 - City of Fairfax Mayor's
 - Lions Awards
 - Best of Show
 - Special Award
- 3:00 PM Show Closes



Show Vehicles

- Must enter at the Sanger & University
- Must exit via Armstrong Street
- Must Check-in with the Registration Desk
- Follow Vehicle Parking attendant directions
- Departures prior to 3:00 PM by prior arrangement only

Fairfax City and The Clifton Lions Club present the

19th Annual LABOR DAY CAR SHOW

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

SEPT
3
2018

8 AM
★
3 PM

University Drive and the
SunTrust Bank Parking Lot
FAIRFAX CITY, VIRGINIA

OPEN SHOW

Antiques, Classics, Foreign, Customs, Street Rods,
Muscle Cars, Trucks, Motorcycles, etc.

All Proceeds Benefit Local Charities

- Dash plaques to first 250 show vehicles
- "Participant Pick" Awards
- Specialty Trophies
- Live Music & Food

For show and vendor information contact:
Jim Chesley | 703-830-2129
Go to www.labordaycarshow.org
or email jchesley@aol.com

Show Vehicle Registration Form

Pre-Register by August 28th: \$15 Registration On-Site: \$20

Name _____ Telephone _____

Address _____

Email Address _____ Club _____

Year/Make/Model/Features _____

Signature _____

Cash or Check made payable to Clifton Lions Club

Mail to: Jim Chesley, 7207 Main Street, Box 225, Clifton, VA 20124-0225

In acceptance of the right to participate, I hereby release the Clifton Lions Club, the City of Fairfax, and all others connected with the management or presentation of this event from any and all known and unknown liabilities that may be suffered by any entrant to his person or property. Management will do all in its power to cooperate with participants to ensure a successful event.



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 (email 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 1950 Ford Custom Deluxe Tudor Sedan: 46,687 Original Miles; same owner for 36 years; Numerous Dearborn and AACA Awards. Car located in VA. \$25,000. **Jeannette Hall**, 540-424-9823. (05/18)



Early 1947 Super Deluxe Ford Coupe: Dark blue, 2017 Dearborn Award winner. Car located in VA. **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)

Parts & Accessories **FOR SALE**



Complete 1951 Ford Grill: Recently restored with shiny, new chrome plating. Grill assembly includes Center Outer Grill Bars (1A-8150-PR), Grill Bullet Outer Rings (1A-8217-PR), Center Grill Bar (1A-8241-PR), Grill Bullets (1A-8216), Grill Bracket to join center bars, and Center Air deflector sheet. Reproductions will cost you \$900 and up. Your cost for this nice assembled grill is \$525. I will provide free shipping/handling. **Bill Tindall**, Email: earlyfordguy@yahoo.com. (07/18)



24-stud Flathead Engine: Complete; Heads have “EAB” cast (believed to be '53 engine, not certain); will turn over (not frozen); heads have been removed so you can inspect cylinders and decide if you want the engine. Purchase is “as is”; no return. \$450. **Ray Lambert**, 703-595-9834. (6/18)



1951 Ford Truck 5-Star Hood Trim, to use with your “hood spear” on the sides of the hood. Have both left and right. \$150. **Ray Lambert**, 703-595-9834. (06/18)



1951-52 Ford F-1 Truck Rear Axle: Drum-to-drum with springs; no wheels. \$150. **Ray Lambert**, 703-595-9834. (06/18)



1951-52 Ford F-1 Truck Front Axle: Nearly complete, backing-plate-to-backing-plate, with springs and steering arms. Note, no brake drums or wheels. \$150. **Ray Lambert**, 703-595-9834. (06/18)



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)



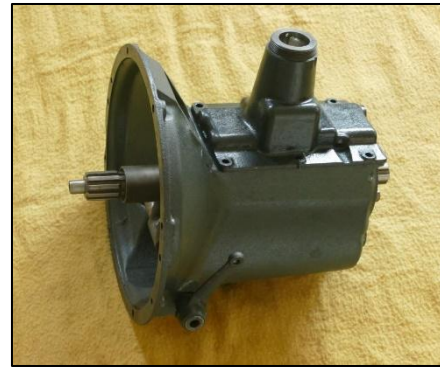
One pair 60-HP Ford Script Heads: NOS cast iron, best offer. **Leo Cummings**, RPMLHC@aol.com, cell: 571-212-7747. (3/18)



Three 24-stud Ford Script Heads, cast iron, best offer. **Leo Cummings**, RPMLHC@aol.com, cell: 571-212-7747. (3/18)



Eastern National Meet Goodies: Craftsman Tool Bag, \$5; Meet Gearshift Knob, \$5; Meet License Plate Topper, \$5; Compact LED Flashlight w/Clip & Magnet, \$5; Meet Pin, \$1, or free w/purchase of one or more other item(s). **Hank Dubois**, handcdubois@verizon.net or 703-476-6919. (07/17)



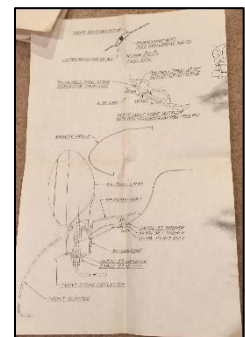
1936-39 Ford Complete Transmission: Completely rebuilt trans plus a nice top. All new (NOS Ford) internal parts (gears, shafts, bearings, etc.) and clutch release parts (shaft, fork and arm). Late 36 style gear set (all helical gears, 16 spline helical main shaft for sliding gear) in a late pickup case (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)



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 the mid-1990s. \$90 for set. **Jim McDaniel**, jim44mcd@gmail.com, c:202-409-4459. (8/16)



1949-50 Ford chrome fog light set: After Market; never installed or used. New condition, no blem-

ishes, includes set of clear and amber 6-V sealed beam fog lights, wiring, switch with bracket, and instructions. \$75. **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 Ford Parts: Two 21-stud '34-35 engines, one complete, one parts. Small parts for '34; ash tray, bolts, bushings, rubber parts, windshield with glass; two '34-36 transmissions complete, lots of extra gears; engine heads and manifolds for '34-36; oil pan for '34; hubcaps for spare; original and new door handles; carburetor kits; water pumps; fender braces; 17" wheels; water inlet with motor mount for '34-35; 50 years of V-8 Times. Call for more info. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407 – 540-847-3363. (updated 05/18)



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)



1950 Ford transmission cross-member. **Steve Groves**, call 301-530-7411 before 9:00 PM. (04/18)



1951-52 Ford pickup 8-foot 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)



Parts & Accessories

FREE

1950 Ford back seat FREE. Don't know if it's from a Tudor or Fordor. Good springs; enough of the original upholstery and padding remaining to cover with seat covers for a driver (but I don't think I would). Bought it to cut down for my '49, then found a seat at Carlisle. **Russ Brown**, 703-919-6011, dogbanner@gmail.com. (05/18)





NVRG 2018 Calendar



July	
10	Membership Meeting – 7 pm – Nottaway Park. Program: Membership Show & Tell – Refreshments: Jim McDaniel
14-15	From the Front Lines to the Home Front, WWI and WWII Commemorative weekend , Oatlands Plantation, Leesburg, VA. Contact Hank Dubois: handcdubois@verizon.net .
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
31	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.
August	
4	Workhouse Art Center Brewfest – 1pm–8 pm, Lorton, VA. Contact Ken Burns at helenandken@verizon.net if interested.
14	Membership Meeting and Ice Cream Social – 7 pm – Nottaway Park – Refreshments: Dave and Sara Gunnarson
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
25	Joint Picnic with National Capital Regional Group – At Bill Potter’s home. Details forthcoming.
28	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.
September	
Date TBD	Old Soldiers Home Show
3	19th Annual Labor Day Car Show – 8 am–3 pm – Event sponsored by Clifton Lions Club and City of Fairfax, Fairfax City, VA (see ad).
11	Membership Meeting – 7 pm – Nottaway Park. Program: Fire Safety – Refreshments: Bruce Metcalf
15-16	Drive-in Movie Tour/Weekend – Stephens City, VA.
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
25	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.

Down the Road



-  August 25 – NVRG picnic at the home of Bill Potter - Joint outing with the National Capital Regional Group. Details forthcoming.
-  September 3 – Labor Day Car Show – Clifton Lions Club and City of Fairfax
-  September 15–16 – Drive-in movie tour/weekend, Stephens City, VA
-  October 9–12 – Hershey AACA Meet, Hershey, PA
-  November 2–4 – Fall Tour, Gloucester and Urbanna Oyster Festival, Urbanna, VA
-  December 8 – Holiday gala



Camping Flathead Style

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
Dave Westrate « 1939 Woodie



FIRST CLASS MAIL

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