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Valve Clatter

Early Ford V-8 Club of America



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

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September 2018

Stephanie Beavers - Editor

Ice Cream, You Scream...

Everyone screamed for ice cream at the NVRG Ice Cream Social and Family Feud Competition!

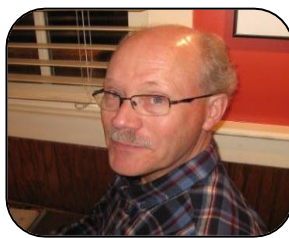
By Sara Freund



Ken Burns builds a sundae as Dave Gunnarson looks on.

What fun we had at the NVRG Ice Cream Social in August! The event was hosted by Dave and Sarah Gunnarson. They provided three flavors of ice cream, fresh fruit, and all the toppings and sauces you could ever want for your sundae. Thanks, Dave and Sarah, for once again bringing us the ice cream social. We doubt you had any leftovers.

Up Front with the President



September 2018

Our August membership meeting featured an **Ice Cream Social** hosted by **Sarah & Dave Gunnarson**, who didn't forget a thing to make our favorite sundaes. The event featured a friendly game of car-related Family Feud.

Bill Potter hosted our annual picnic on his five-acre spread that included plenty for folks to eat and to tour. This was our first joint picnic with our friends from the **National Capital Regional Group 36** of the Early Ford V8 Club of America. Thanks to **Norm Heathcote** for arranging. Bill welcomed 77 members and even a drop-in biker riding by!

Call for New Board Members – We need new board members to serve! I'm issuing a special request that you consider taking a two-year term on our board. Some members are stepping down and we need new members to step forward to keep our club as successful as it has been for over 40 years.

Wayne Chadderton has announced that, after six (6) years of dedicated service as Board Treasurer, he will be stepping down. To date, the board has not found a member to replace Wayne. Please consider becoming the club's Treasurer. Last year, despite every effort, we were unable to find anyone to replace **Ken Burns** after eight (8) years of dedicated service as the Valve Clatter editor. As a result, we had to outsource the position.

In compliance with our club by-laws, I am again issuing a general call for members to nominate themselves to serve on the board. At our September 11 membership meeting, I am to present a slate of at least five (5) nominees or nominations from the floor for a vote. **Please contact me if you are willing to serve beginning in January 2019.**

Call for Volunteers

The EFV8 NVRG is a group of antique car enthusiasts who share the same passion. Because of club member interaction, we share, educate, repair, restore and drive our old Fords. The same core group of members regularly steps up to make presentations, host refreshments at meetings, plan and lead tours, and serve on our board. I encourage each of you to choose 1–2 specific volunteer opportunities outside of just attending monthly meetings. With help from all our members, the load will be lighter on the same group of members who have been doing most of the work. Sign up lists will be circulated at meetings. Thank you in advance.

Looking ahead at the remainder of the year, I hope you can attend these special events:

- September 3: 19th Annual Labor Day Car Show, City of Fairfax, VA
- September 15-16: Annual Drive-In-Movie Tour, Stephens City, VA
- September 30: AFRH Annual Antique Auto Assembly, Washington, DC
- October 9-13: Hershey AACA Meet, Hershey, PA
- November 2-4: Fall Tour, Gloucester & Urbana Oyster Festival, Urbana, VA

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

After filling up on ice cream, we were invited by Sarah Gunnarson to play a car-themed version of *Family Feud*. Everyone divided up into five teams. The team names were: the Westrate Team, 24 Studs, the Autocrats, the Misfits, and the Big Mac's.



Dave Westrate (left) looks on as his powerhouse Team Westrate, filled with his grandchildren, talks over the next question.

Sarah posed ten rounds of questions, and each team was asked to come up with what they thought would be the top answer among a representative sample of 100 Americans. What follows is a sampling of three of the questions posed. First: Tell me how many years you expect to keep a new car. The #1 answer was five years, #2 was ten years, and #3 was four years. Second: Name a part of a car that makes noise. #1 was engine, #2 was muffler/exhaust, and #3 was horn. Third: Give me the name of any gauge on your car's dashboard. #1 was fuel, #2 was speedometer, and #3 was odometer.

After a spirited competition, the winner was the Westrate Team. It was a fun night and we hope game night will return next year along with the ice cream social! Thank you, Sarah, for serving as our game show host!



Hank DuBois, Helen Burns and the rest of the Autocrat team deliberate over the best answer.



Sarah Gunnarson, MC for the evening.

An Event Not To Be Missed!

Potter's Picnic

By Nick Arrington, Photos by Dave Gunnarson

August 25th marked the first-ever joint picnic featuring the Maryland and Virginia clubs. Hosted on the opulent Potter Estate on the banks of the Potomac amid freshly manicured grounds, classic architecture, and a lush bamboo forest that rivals Pebble Beach. Gorgeous weather, cars, and members graced the day.





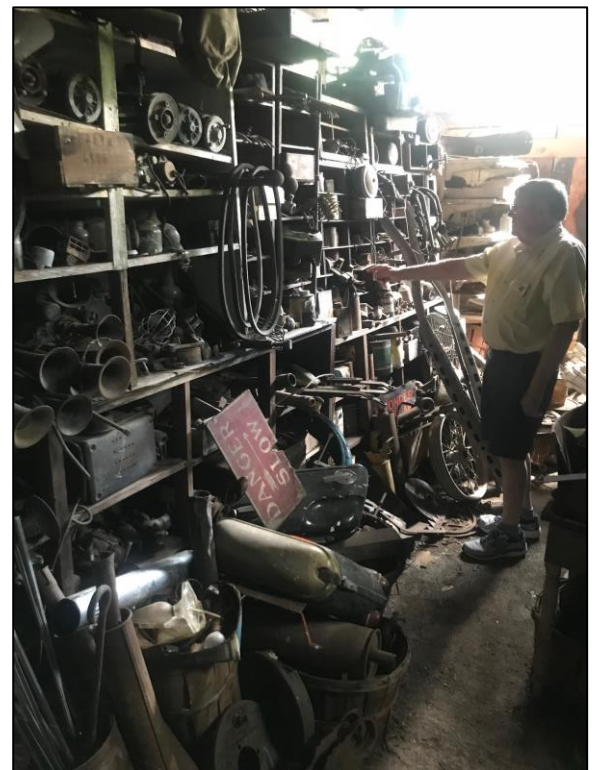
Leo Cummings checks out one of the resting cars and spots a radio on the dash.



Splendor on the estate grounds.



Lush, manicured grounds of the Potter Estate.



Dave Westrate checks out the inventory and exclaims, "Dang, new old stock 3-piece muffler bearing set for my Woody!"



Thanks again to Mr. Potter for his hospitality and all the volunteers who showed up early along with President and First Lady Freund for all their hard work. Let's start working on next year's picnic event!

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Carpenter Shop at the Rouge

Cliff Green

When one thinks of anything to do with wood and Ford, the facility at Iron Mountain comes to mind. Starting in 1921, trees were harvested from the 313,000 acres of hardwood that Ford owned in the Upper Peninsula Michigan, milled and distributed to several places:

- Mengel Body of Louisville – Model A subassemblies for Murray who produced the bodies.
- Baker-Rauland of Cleveland – 1930-32 station wagon production.
- Murray Corporation – 1933-39 received “kits” from Iron Mountain for assembly.
- Body by Iron Mountain – Complete station wagon body building 1940-51.
- Carpenter Shop at the Rouge!

The Rouge saw mill was in operation in 1919 and produced wooden parts for the Model T and various boxes and assemblies for shipping containers. Subassemblies such as engines, body panels and glass that were destined to branch assembly plants were transported by water or rail. They required special crates or wooden braces. All of the milled lumber was supplied by Iron Mountain. According to the book *Rouge* by Ford Bryan, “By 1938, approximately 3 million board feet of lumber a MONTH was utilized. About 7000 boxes a day were then being made by 300 workmen employed.”

Interesting that some of the select hardwood was used by pattern makers in designing molds for the different casting used in the foundry. So, not all the wood from Iron Mountain went into Woodies!!



Hardwood lumber on the Rouge pier from Iron Mountain in 1937

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Ford's Better Idea – Not!

By Ken Burns

Gather 'round kiddies because once again I'll enthrall you with details about differences in early/late 1941 Fords – and along the way I'll show you how to repair the weak spot in one of Ford's *Better Ideas* in the big, new and improved 1941 Ford.

When Ford introduced its lineup of new cars for 1941 it not only made the Fords/Mercurys bigger and wider but it continued to “improve” the ventilation system. Although the 1940 Ford/Mercury body was essentially the same as the 1939 body, one major difference for closed-bodied cars was the introduction of a fixed windshield with cowl mounted wipers replacing the tilt-out windshield with wipers mounted on the roof and the introduction of vent windows. Ford went a step further in 1941 by gracing the 1941 Super Deluxe Ford models and the Mercury with a nifty little crank for the vent window.



Naturally, for the Fords, the early cars and late cars differ: the early ones had black frames around the vent window and no window lock while the late cars had stainless window frames and a vent window lock.



Early black frame



Late stainless frame



Early – no lock



Late - lock

The one thing that the Super Deluxe Fords and the Mercurys shared was the crank mechanism. The weak link in this better idea was the decision to use pot

metal for one of the gears. Want to break into a '41 Ford/Mercury? Just use a medium size screwdriver and force the vent window open – crunch, there goes the pot metal gear. Want to get rid of that annoying wind whistle? Just turn the crank a little harder – maybe you'll get it sealed before the gear goes snap.



This is what happens when too much torque is applied to the gear.

NOS vent window assemblies are still available at swap meets and online but the price is usually outrageous. This "pair" was recently for sale on eBay for something like \$219! That's a lot of money for something that might not be what it's purported to be and can be repaired fairly easily.



\$219? I don't think so. After all, the pot metal is 75+ years old.

It stands to reason that the driver's vent window mechanism gets used a lot more than the passenger side unit. The good news is that the gear in the driver's side is interchangeable with the gear on the passenger's side. More good news: a passenger side unit costs about a third to a quarter of what a driver's side unit costs. Even more good

news: the gear you need is reproduced and available from many early V-8 vendors. As a bonus, the repro part is aluminum and much stronger than the original pot metal part.



When I was in a time crunch to finish my black Woodie before the 2016 Eastern National Meet in Gettysburg, I decided to go with the original vent window regulators even though I could feel a little binding as I cranked the window in and out. I could see that the gear was slightly damaged but figured it would last a year or two. It lasted almost two years and then the gear stripped. I had a couple of NOS regulators and a repro gear in my stash. Rather than cannibalizing a NOS passenger side unit I decided to go with the repro gear. The first step was to disassemble the regulator with the regulator still mounted in the door; I drilled out the four rivets holding the regulator together.



Drill out the rivets and this is what you end up with.



These are the parts that make up a regulator.

After cleaning and lubricating everything, I reassembled the regulator. In place of rivets I used some machine screws, square-headed nuts, lock washers, and Loc-Tite (sort of like wearing belt and suspenders) I had laying around. After a couple of trial runs, I was satisfied and reattached the regulator to the door and put the door back together again.



For about \$30 I was back in business. Even though I installed the repro aluminum gear, I now crank the vent window until it's just about closed and then gently pull it shut the rest of the way while turning the crank.

USA Trip – June 2018 (Part 2 of 3, cont'd. from the August issue of Valve Clatter)

by Trevor Poulsen



Trevor and Pam Poulsen

Indiana has a good variety of world-class motor museums in close proximity, so plan to spend a few days exploring this part of Indiana. While traveling to Auburn to view more motor museums, a great place we visited was Shipshewana, a quaint Amish town. In recent history, Shipshewana was the home of Hostetler's Hudson Auto Museum, but when Eldon Hostetler died in 2016 and his wife Esta in 2017, the town council took over the museum and decided that the town could not sustain it, as the takings were not sufficient to keep the doors open. As a result, the cars are going to be auctioned off in August this year, which is very unfortunate. However, Shipshewana still has lots to offer, including many quaint specialty and gift shops, all set in very picturesque settings surrounded by colourful flowers. My wife loved browsing the shops in this Amish community. The streets were full of Amish ladies and gents driving their horse-drawn black buggies. Also, the food was absolutely delicious. This is one small country town well worth visiting.

Our next stop was Auburn where we spent hours attending the Auburn Cord Duesenberg Museum.



The vehicles are displayed in the original art-deco showroom which just reeks of quality. The building itself was the former Auburn Automobile Company's national headquarters and is an amazing structure with marble floors, tall ceilings, and large glass windows, just as it was back in the late '20s–early '30s when new cars were sold out of these premises. The museum is sheer class, what with the million-dollar-plus Duesenbergs and other high-end cars on display, all perfectly displayed. Upstairs, you can view engines, scale clay models of cars in the design stage by Gordon Buehrig. There was also a display of various boat tail models from various manufacturers. This is one museum not to be missed when you visit Auburn.

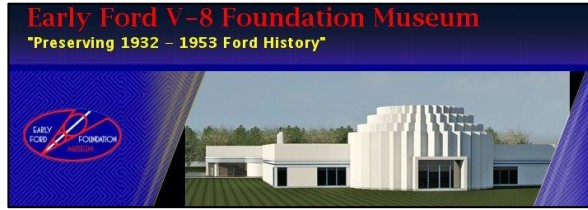
Adjacent to the ACD Museum is the National Automotive & Truck Museum (NATMUS), which is located in the buildings where E. L. Cord chose to expand his business.

The building was manufactured in 1928–29 and was the first new building Cord constructed after he assumed management of the company. Initially intended for the assembly of the L-29 Cord, the upper level of this building was actually used to prepare the L-29s for shipment after they were assembled on the Auburn assembly line.



These days, it has a large selection of cars and trucks on display, including a restored example of the GM Futurliner – one of twelve originally built in 1939. When you enter this museum, the first thing that catches your eye are the many display cases full of scale model cars and trucks. The ages of vehicles on display range from the '20s through to the '70s, with some late Chrysler concept cars in the mix. Below this floor is the basement, and it is absolutely full of trucks and commercial vehicles. Many of the trucks are unrestored, but it is worth seeing. This is another great Auburn museum to visit when in Indiana.

Next stop was the Early Ford V-8 Foundation Museum, which is located just out of town.



This museum was officially opened in 2009 and is in the process of expanding. When finished, it will be three times the size of the original construction, with around 20,000 extra square feet of display being added. The quality of the Early Fords on display is amazing, and many more have been promised. Because of the new construction, viewing the various displays is not at the optimum, but come next year, the grand opening will be something to behold. One loyal donor has donated eighteen 1936 Fords to the museum. They are presently in storage waiting for the completion of the extension. When completed, this museum is going to be worth a return visit.

The next stage of our holiday was a change of pace, and not car related. We wanted to visit the Creation Museum which is located in Petersburg, KY, just over 200 miles from Auburn, IN. We stayed the night at Greensburg which was only a short drive from Petersburg. What a great place to spend the day. The exhibits were absolutely stunning and the grounds, including the gardens, were picture perfect against the lake along the various walkways. They even have a petting zoo with live animals. We sat in on a few talks about Creation and absolutely enjoyed adding this fantastic place to our itinerary. We spent the night at Florence.

Our next stop was a short drive away to Williamstown to visit the Ark Encounter. This is where a full-size replica of Noah's Ark has been built to the same dimensions as recorded in Genesis in the Bible. It is a Christian Evangelical Theme Park that opened in July 2016. The Ark is 510 feet long, 85 feet wide, and 51 feet high. The whole theme of the park is based on the Bible and the promoters believe and promote a young earth and the fact that man and dinosaurs coexisted. The Ark is an amazing construction and its size must be seen to be believed.



This park also has a petting zoo complete with kangaroos. Once again, Pam and I absolutely enjoyed our experience visiting this place, which was the idea of a Brisbane man called Ken Ham. Ken now resides in the United States and is the Founder and President of Answers in Genesis, the organization that operates both the Creation Museum and the Ark Encounter. After this visit, we headed east en route to Virginia. We spent the night at Morehead, KY. (Part 3 of 3 coming next month.)

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Benson Ford Research Library Behind-the-Scenes Tour

by Dave Gunnarson

I like to plan in advance to quell the anxiousness that uncertainty brings with thoughts of missing out on a fun experience because of poor planning. It was with that trepidation that I left with Dave Westrate in his truck heading early Monday morning to Dearborn for the 2018 Grand National Meet in Dearborn in June. I had been able to arrange a schedule of events for the week to see most of what I wanted but one item remained unresolved. Meet organizers had arranged for two rare behind-the-scenes tours of the Benson Ford Research Library on Friday morning limited to 25 attendees each. Tickets were required but only available for purchase at the registration desk at the meet hotel. Dave and I were returning to Virginia at a time which eliminated one of the tour times, leaving only one time possible and both Dave and I wanted to be part of the tour. Needing two tickets to the early tour and not arriving at the

meet hotel until the second day of registration raised my anxiety even higher. John Ryan mentioned that he might be able to be at the registration table on Sunday, the first day, and that he would be willing to purchase two tickets for us if they were available. Late Monday afternoon, as Dave and I were driving across the flatland of Ohio, John sent a message that he was able to get two tickets to the early tour and only one remained. I knew then that the Grand National Meet was really going to be a Grand one!

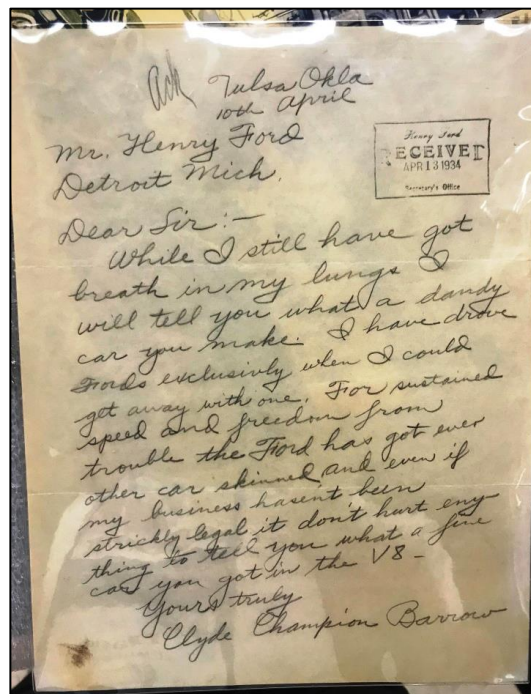
The Benson Ford Research Library is located at The Henry Ford on the edge of Greenfield Village. It houses a vast collection of paper and other objects related to Ford's manufacturing history and American history. It's home to drawings and other material containing valuable information important for correct restoration of our EFV8's. If you ever have visited the library, you know they have very specific rules for accessing and handling their materials. You have to know to identify the storage location, then complete a request form and wait for it to be retrieved. There are also special handling rules to avoid damage to the items being viewed. You never get to see where the person fulfilling your request goes other than to disappear behind a door in the wall. This tour was special because it was a rare opportunity to see firsthand what's behind that door.



Eagerly awaiting the start of the tour, Dave Gunnarson waits at the Library entrance.

In addition to Dave Westrate and me, Keith Randall and John Ryan's brother were in our group and, once all our tour group assembled in the library lobby, we were ushered through the access door and into the storage area. The first stop was a display of items librarians had selected which they

thought would be of interest to our group. One was the original letter allegedly penciled in 1934 by Clyde Barrow (of Bonnie and Clyde fame) to Henry Ford extolling the virtues of the V8.



Clyde Barrow's original letter, in pencil, to Henry Ford. Hand stamped by Ford on April 13, 1934.

On another desk was the original signed June 16, 1903, Ford Motor Company "Articles of Association" documents, colored pencil sketches of 1940s and '50s concept cars, the original Ford Motor Company Stock certificate issued to Horace Dodge for his stake in the company, and so much more.



A hand-drawn colored pencil rendition of a Ford concept car.

After some time to look over these items, we were invited to stroll down the rows of shelves to look at the stacks filled with boxes of paper, books and an assortment of paper items. I took the opportunity to quickly scan as many shelves as

possible and take pictures (yes, they allowed it) of items to call in a future research visit: advertising for 1935-36 trucks, dealer service and instruction materials, sales training and photograph collections.



Future research items for Dave Gunnarson

The size and scope of the paper archives was a bit overwhelming but also gratifying to know that so much has been preserved for future generations to enjoy.



Dave Westrate inspects one of many long rows of shelves filled with Ford materials.

We then took an elevator to the third floor where we walked past the entrance to a room full of shelving units filled with books like one might expect to see at a library but instead of going there we entered a room full of three-dimensional objects.

One giant cabinet of drawers was filled with intricately sewn early American handmade quilts.



Two examples of the many exquisite handmade quilts from the early 1800s.

There were Edison patent models, the ones the patent office used to require. An early Edison lightbulb, a row of grandfather clocks, shelves of all kinds of toys, drawers full of large advertising posters, shelves of shoes, dresses, chairs and all manner of items.



Yes, even Clem would get his run for the money with the gigantic toy train collection.

There even was a refrigerated room for storage of temperature-sensitive items like Edison wax cylinders and fragile items.



A large walk-in refrigerated room contains fragile items like these Edison wax recording cylinders.

I didn't really see a pattern to the entirety of the collection other than it represented a slice of American history. Henry Ford was interested in preserving what he saw was a vanishing past of early American history and employed a staff to collect and preserve items and one grand example are the buildings of Greenfield Village. The Benson Ford Research Library Archives is another manifestation of his interests. Not only does the collection have many different kinds of objects, there's never one or two! The depth of each aspect of the collections is amazing. Dozens and dozens of quilts, a wall of grandfather clocks, thousands of wax Edison cylinders and so on.



Keith Randall admires a few of a very long line of early American grandfather clocks.

With a phone full of pictures and being a bit overwhelmed by all that there was to see, we returned to the door and exited to the library's reading room. It was a real treat to be able to see the behind-the-scenes at the library and I am indebted to John Ryan for securing tickets for Dave and me. One tour guide told me that very soon Ford was scheduled to donate a large building for the Archives in order to consolidate all of their collections currently housed in about 20 other locations in the Detroit area. It blew me away that this is just one of 20 centers holding artifacts!! I can't imagine what that collection will look like and when it's all in one place. When that happens, I'll be ready for another tour.

LOST & FOUND?

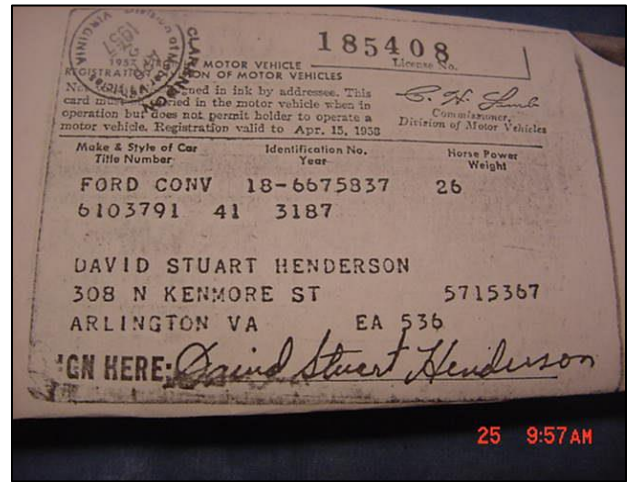
Where Did My Super Deluxe '41 Ford Convertible End Up?

By Dave Henderson

It was January 1954 and I had just completed training at Camp Gordon, GA. I'd been sent home on leave and was to report in at Fort Belvoir, VA to receive reassignment to wherever the army was to send me afterward. Luck struck! The Korean Conflict was over, and a lot of RA's (Regular Army, not draftees, as I was) hated stateside duty and wanted to go back overseas, so the Army didn't need me over there and I was to serve out my time right where I had landed, 16 miles from my Arlington, VA, home! So, buck private Henderson had the good fortune of becoming an 8 to 4:30 soldier who could commute, if I had wheels, that was.

I contacted my friend Carroll Barnes, later owner of Barnes Chevrolet in La Plata, MD, who was operating a small car lot on Wilson Blvd. in Arlington at the time, and he had just what I needed. It wasn't a car from the lot but rather one he refurbished to be a keeper, but was willing to let go – a Super Deluxe '41 Ford convertible, 18-6675837 with an upgrade to a 59AB engine. It was in black lacquer, had a white Haartz top, wide whites and had been a showroom car when it was new at Edmonds Motors on Clarendon Circle in Arlington. Loaded with all the trimmings, it had the Philco radio with the floor button to change the stations, the hot water heater, fogs, a spotlight, ribbed wheel trim, bumper tips,

grille guard, a hood ornament and running board trim, (perhaps Merc?) and more. The price, a whopping \$350. Needless to say, I was delighted.



Registration card of Dave Henderson's Super Deluxe '41 Ford Convertible.

I put on many miles commuting, grocery getting, a belated honeymoon to Virginia Beach, a move back to school in Charlottesville later and, of course, just driving it for fun. During the years I rebuilt the steering box; replaced the top, battery and tires; did some interior work; and other smaller repairs. It ate fuel pumps, at least that is what seemed. But then on one occasion while putting a new pump on I made a surprising discovery. The fuel pumps hadn't failed at all, the gremlin was a tiny pebble that would get sucked up the fuel line and block the orifice of the flex line leading to the pump. Then, when the line was disconnected, it would quietly slip back down the fuel line. This time I got lucky – it remained at the orifice. Problem solved. I replaced the carburetor once. The cost for a genuine rebuilt exchange Ford dealer carb then was five bucks. If you knew someone working there the wholesale price was \$3.75!

After about four years, having become a family man and living in an apartment, with a family car a '50 Chevy sedan (did I say Brand X?), I had nowhere to keep the '41. It needed a clutch by then, too, so regrettably, I sold it. The buyer was a GI stationed at Fort Myer, VA, who drove up in a fuel-injected '57 Chevy 150 two-door, instantly identifying him as a car guy. My best recollection is that his name was Bill Anderson. So, is it still extant? Slim chance I know, but then I'm holding out hopes.



Treasurer Needed!

We are looking for a NVRG member to replace our outgoing treasurer. Requirements: basic Excel spreadsheet knowledge and a time commitment of several hours a month.

Contact Wayne @703-435-1142 or wjchad@gmail.com

UPCOMING TOURS

Annual NVRG Drive-In Movie Tour

September 15 and 16
Family Drive-In Theatre, Stephens City, VA



Saturday, September 15th

* Depart from Fair Oaks Mall at 1pm and caravan through the scenic VA countryside to Middletown, VA. Check into the Wayside Inn in Middletown around 3pm. The historic and charming Wayside Inn is the oldest continuously operated inn in America and dates from 1797. We have 12 delightful rooms set aside for us, ranging in price from \$95 to \$150 (before our 20% discount) which includes a full cooked breakfast. The rooms are 3, 6, 7, 11, 12, 17, 18, 20, 21, 22, 23 and 24. Check them out online (alongthewayside.com) then call 540-869-1797 to reserve yours.

* Rooms are set aside under "Henry Dubois/Early Ford V8 Club" and will be held until September 1, so don't delay.

* Dinner at 4:30pm at the Wayside Inn, then on to the Family Drive-In Theatre for their 9th Annual Classic Car Show and Movie Night. The car show is from 3-7pm and we'll have a chance to check out the cars that are staying for the '60s action film *Two-Lane Blacktop* starring James Taylor and Warren Oates, which will be shown at dusk.

Sunday, September 16th

* After a leisurely breakfast, we'll spend a little time enjoying the ambience of the Wayside Inn **before** departing for our scenic return trip home. Along the way, we may stop at a historic site (TBD) as well as an interesting place for a light lunch or snacks before completing our drive back to the hustle and bustle of Fairfax arriving around mid-afternoon.

* For more information or questions, contact: Hank Dubois: handcdubois@verizon.net or 703-476-6919.

* This is really a fun tour that takes you back in time. So, if you've thought about going before but haven't, don't miss out on the fun this year!

October 7, 2018 Tour With the Model A Ford Club

By Hank Dubois

The NVRG has been invited by the George Washington Chapter of the Model A Ford Club to participate in their October 7, 2018 Tour. The tour will gather at 11 AM on the Maryland side of White's Ferry and make its first stop at nearby Lewis Orchard where participants can shoot pumpkins out of a giant compressed air cannon at a cost of \$5 for two shots with all proceeds benefitting the Wounded Warrior Project.

After chucking as many pumpkins as you want, the tour will proceed to the summit (almost) of Sugar Loaf Mountain where participants will enjoy their picnic lunch (bring your own)..

After lunch, the tour will go to the Rocky Point Creamery in Point of Rocks, MD, for some fantastic ice cream produced on-site.

After enjoying some ice cream, the tour will drive over the Point of Rocks Bridge and head back to the Capital Area via Routes 15 and 50.

The tour schedule (approximate times) is as follows:

- 11:00 AM – White's Ferry, MD side
- 11:30 AM – Lewis Orchard and Pumpkin Chucking
- 1:45 PM – Sugar Loaf Mountain and Picnic
- 2:30 PM – Rocky Point Creamery

This tour sounds like it will be a lot of fun so, if you would like to participate, please call Jason Cunningham, GWC Model A Club, at 301-648-4201 and let him know that you would like to join the festivities and be sure to thank him for the invitation.





Summary of the August 14th National Board of Directors Meeting — Dave Collette, Mid Atlantic Director

The By-Laws committee presented proposals for new bylaws, which will require a confirmation vote in the next meeting. Those voted upon in an approval vote were the following:

- Retiring Board of Director members shall not hold another position on the Board of Directors or Executive staff for a period of three years.
- Only National Board members, National Officers, Legal Advisor, and V-8 Times lead editor will participate in National Board meetings. The president can invite guests to participate with 7 days' notice given to the Directors.
- A clarification was put in place for the terms "National Officers," "National Board of Directors," "Appointed National Officers," "National Support Staff," and "Contractors."

The following policy will also be addressed at our next meeting: Only National Board members, National Officers, Legal Advisor, and V-8 Times lead editor will participate in National Board meetings. The president can invite guests to participate with 7 days' notice given to the Directors.

Joe Reger reported on Club book sales. Please note, the NEW Flathead Engine Album is available for sale! Don't miss out on this limited printing. The V-8 Times on flash drive will be available for sale in the next few upcoming weeks.

Michael Driskell proposed a search for a National Club member with an advertising and/or marketing background to work with a special committee in promoting the club. If you have someone in your RG group that meets these criteria and would be willing to help, please have them reach out to me.

Bruce Nelson reported on the club's membership. Membership is up by 19 from the beginning of the year and as of 6/30/18 the membership total was 8,026.

Thus far, there is only one National Meet for 2019, one for 2020 and no National Tours for 2019 as of yet. Please talk with your RG members about the possibility of hosting a National Meet or National Tour. Both are a very rewarding experience! If you have questions, please reach out to me.

Officer Insurance dues for RG groups are due NO LATER THAN November 1st!

Carolyn Bounds has returned as National Chief Judge Secretary.

David Rehor has been selected as the 1933 Ford Technical advisor. Two members submitted resumes for the position.

The CA Southwest #3 Director region is still open countrywide for candidates for 2019-21. So far there are 3 candidates for the region.

John Caldwell reported on a plan to grant graduating seniors of the McPherson College a membership to the Club. This topic will be back in our next meeting. As well as a proposal to advertise in the Model A Club's magazine.

Rev Up the Park Charity Car Show – Coming Up!

Email invitation sent to Bill Simons:

Good Morning, Bill:

My name is James Dingell and I am working on behalf of the **Rev Up The Park** charity car show hosted at Nationals Park. I wanted to invite the NOVA - Early Ford V-8 Club of America and its members to this year's event and see if you would add our event to your club calendar.

This year's event takes place on **Saturday, September 22nd from 6AM - 10AM** at Nationals Park in downtown Washington DC. Last year, despite the rainy weather, we had over 200 vehicles and hundreds of spectators for the morning and are expecting over 250 vehicles this year.

Event Website: www.RevUpThePark.com

Event Car Registration: <https://www.revupthepark.com/registration/>

I look forward to you and the fellow Early Ford V-8 Club members to attend!

Thank you,

James



SATURDAY, SEPTEMBER 22ND
6AM - 10AM
NATIONALS PARK

- OPEN TO ALL VEHICLES -

Rev Up The Park is a charity car show at Nationals Park benefitting The Dragonfly Foundation - supporting pediatric cancer families and patients.

The charity car show, hosted by the Nationals Dream Foundation, in partnership with Adam Eaton, brings car enthusiasts and baseball fans together to showcase their vehicles in the parking garage at Nats Park.

MARISSA.LEWIS@NATIONALS.COM | WWW.REVUPTHEPARK.COM

ANNUAL ANTIQUE AUTO ASSEMBLY
ARMED FORCES RETIREMENT HOME WASHINGTON DC
SUNDAY, SEPTEMBER 30, 2018

Schedule of Events

- 8:00 a.m.—Registration/Refreshments
- 9:00 a.m.— Car Show Begins
- 10:00-11:30 a.m. Car Show Judging
- 11:45 a.m.— Nation’s Capitol Model “T” Club Demonstration
- 12:15 p.m.— Award Presentation
- 12:30 p.m.— Car Show Ends



This Auto Assembly is free, Dash Plaques will be given out to the first 100 registered. Enameled Dash Plaques commemorating the event will be given to each participant. This event will be apart of the Annual AFRH/Community Fall Fest day from 8:00 a.m.-5:00 p.m. Please enter at the intersection of Randolph and Rock Creek Church Road N.W. Activities include a golf tournament, beer/bourbon tasting, petty zoo, military static displays and much more... Plan to stay the day after the car show is over for the Fall Fest. For details call 202-541-7637 or email Constance.Maziel@afrh.gov

(Circle Category) ANTIQUE, MODIFIED, MILITARY, MOTORCYCLE

NAME _____ PHONE _____ EMAIL _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

MAKE/MODEL _____

VEHICLE _____ YEAR _____ CLUB _____



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**



1932 Ford Tudor (Model B, 4-cylinder): All original metal. New LeBaron Bonney interior. Has been driven the last couple of years but could use a rebuild and a paint job. \$29,000. **Jim Rodda**, 301-801-3534 or email to jrodda1932@gmail.com. (08/18)



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)



1974 Mercedes 450 SL Convertible: V-8, Automatic, A/C, red with black leather interior, both tops included, extra engine and transmission included. Asking \$6,500. **Steve Groves**, 6312 Marywood Rd., Bethesda, MD 20817, 301-530-7411, email: sevorg1751@gmail.com. (Photo is representative of year, type, and color – not photo of actual car for sale.) (08/18)



Parts & Accessories **FOR SALE**

1932 Model B Original and Repro Parts: Have a large stash of '32 Model B (4-cylinder) parts: gas tank, running boards, 12-volt conversion parts, etc.

All real nice. Package deal great for a Hershey stall. Call **Jim Rodda** at 301-801-3534 or email him: jrodda1932@gmail.com. (08/18)



EFV8CA Restoration Guides: 1932 (2 volumes) \$30; 1933-34 \$20; 1935-36 \$15; 1938-39 \$15; 1949-51 \$10. Call **Cliff Green**, 703-426-2662. (08/18)



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 sides of 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)



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**, john@ryanweb.com. 301-469-7328. (08/17)



Craftsman Miter Box with a 24" Back Saw; **Craftsman Electric Scroll Saw**; **Dremel Tool** with accesso-

ries; **Black & Decker Angle Grinder** with wire cup brushes. **Bill Selley**, 703-679-9462. (08/16)



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. Will NOT fit '51 Ford. New condition, no blemishes, 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)

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)

Older Small Pickup Wanted: My son is in the market for an older small pickup truck. If anyone has one they are about to trade in or is otherwise for sale, please give me a call. **Dave Henderson**, call 703-938-8954.

Parts & Accessories WANTED

1940 Ford Frame wanted. Call **Ray Lambert**, 703-595-9834. (08/18)

Model 81 Carburetors. Two Model 81 carbs suitable for rebuilding wanted. These were the carbs used on the 60 HP V-8s. **Nick Arrington**, 703-966-8422 or nta1153@verizon.net. (8/18)

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)

1940 Ford Heater Switch for hot water heater. **Bill Chaney**, flihi@cabelfirst.net or 804-776-7597. (12/14)



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)



URBANNA
OYSTER FESTIVAL
61st
Urbanna
Oyster Festival
November
2 & 3, 2018

Fall Tour – Urbanna Oyster Festival – November 2-4, 2018

From Bill Simons:

I have reserved 10 rooms at the Quality Inn in Gloucester, VA: 5 king beds and 5 doubles with 2 beds for a group rate of \$80.00/room plus tax.

Check-in is Friday, November 2, and check out is Sunday, November 4. The rooms for us are held until October 1st under the Ford V-8 Club.

Their direct phone number is 804-695-1900 and the manager is named Lakisha. You can cancel up to November 1 without penalty.

I urge those participating to make their reservation sooner rather than later.

The main attraction will be the Urbanna Oyster Festival, but we will tour other points of interest in the nearby area. Further details will follow. **PLEASE LET ME KNOW IF YOU PLAN TO ATTEND SO THAT I CAN GET A TENTATIVE HEAD COUNT.** Email me at: bsimons@rustinsurance.com.








NVRG 2018 Calendar



September	
3	19th Annual Labor Day Car Show – 8am–3pm – Event sponsored by Clifton Lions Club and City of Fairfax, Fairfax City, VA (see ad).
11	Membership Meeting – 7pm – Nottaway Park. Program: Fire Safety, presented by Tommy Harper – Refreshments: Andy Koerner
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.
22	Rev Up the Park Charity Car Show – Nationals Park, Washington, DC, 6–10 am
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.
30	Antique Auto Assembly – Armed Forces Retirement Home, Washington, DC (see ad this issue)
October	
9-13	Hershey AACA Show and Flea Market
16	Membership Meeting – 7pm – Nottaway Park. Program: Hershey Review by club members – Refreshments: Bruce Metcalf
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
23	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.
November	
2–4	Fall Tour, Gloucester and Urbanna Oyster Festival
13	Membership Meeting – 7pm – Nottaway Park. Program: EFV8 Ignition System Theory, presented by Cliff Green and Dave Gunnarson – Refreshments: TBD
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
27	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



-  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

NVRG Car of the Month
Eric Sumner « 1946 Tudor Sedan



FIRST CLASS MAIL

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