



**Northern
Virginia
Regional
Group**

www.nvrg.org

Valve Clatter

Early Ford V-8 Club of America



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Stephanie Beavers - Editor

Fire Safety and Prevention

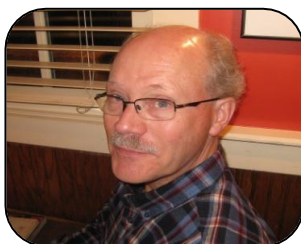
Presentation by Tommy Harper

By Keith Randall



At the September NVRG Membership meeting, club member Tommy Harper and his son James gave an informative talk on fire safety and prevention that included videos and handouts. Tommy is well-suited to talk about fires. He has been adjunct fire safety instructor for the state of Virginia since the 1970s and is a lifetime member of both the volunteer fire department and emergency services in his community. Additionally, he has developed and authored numerous programs and courses on fire safety and prevention and frequently presents at the National Fire Academy in Emmitsburg, PA.

Up Front with the President



October 2018

President Joe and his wife Sara are away on a well-deserved vacation, so, as your Vice President, I will offer thoughts on some past events, upcoming club activities, and an important business matter.

The recent drive-in movie tour to Stephens City led by Hank and Cindy Dubois was great fun. The movie was strange and the rain on Sunday dampened things a bit, but the comradery of the participating five couples was wonderful. Hershey is coming up soon and will be the topic of the October membership meeting on October 16. (Note the date!)

Also, it may not be too late to join the Fall Tour to the Urbanna, VA, Annual Oyster Festival November 2-4. The motel rooms were released October 1st but there are probably rooms still available if you act quickly (see below).

Now on to a more serious subject. When our club was formed in 1978 membership dues were set at \$5.00 annually and have been raised only twice more in 40 years. Not many clubs can make that same claim. However, we all know that the expenses of running a club such as ours have increased substantially over those 40 years. These expenses include printing and copying costs, postage for mailings, event preparation, the member handbook, and the cost of our meeting place at the Hunter House in Vienna. In addition, we have always had a volunteer club member to edit our monthly newsletter, but as of January 2018, no member volunteered to fill that role. In order to retain the quality of our award-winning newsletter, we had to outsource the production of the Valve Clatter. All this adds up to the fact that over 40 years, our operating expenses now exceed our income. After considering all other options your Board of Directors reluctantly voted to raise the annual dues to \$25.00 for the year beginning January 1, 2019. Speaking for the Board, we hope our members will understand the need for this increase.

See you on the road!

Bill
Vice President

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

Motel: Quality Inn, Gloucester, VA. Phone: 804-695-1900. The manager's name is 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.

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

Fire Prevention, cont'd.

Tommy presented the facts surrounding a recent residential house fire, and talked about the classes of fires, portable fire extinguishers, and actions you should take in the event of a fire.



A residential house fire that totally destroyed a home was caused by none other than a 9V battery! How could this happen? Well, as we all know, the plus and minus terminals on a 9V battery are exposed, raised, and located next to each other. This is how it all came about: after replacing the batteries in the smoke detectors (a good thing to do twice annually) a homeowner had tossed his old batteries into a box in the garage for recycling. A few days later, the homeowner set some additional boxes on top of the box containing the batteries. Inside the box with the old batteries, the exposed terminals of one of the 9V batteries came in contact with another battery and shorted out, causing a fire.

So, what is the proper way to recycle a 9V battery or any other battery for that matter? Be sure to place a piece of electrical tape over the terminals on the 9V battery so if they come in contact with any conductive material they will not short out or overheat and possibly cause a fire. Placing a piece of electrical tape over one end of a regular battery for recycling is a good idea as well.

Tommy then went on to share some tips if you should ever find yourself faced with a house fire and some practical things to be familiar with:

1. If you see smoke filtering in around a closed door – do not open the door. Instead, use the *back* of your hand to check for heat on the surface of the closed door. If the door is hot, your reflex will cause you to pull your hand away from the hot surface, preventing a possible burn. If






you must open the door, stoop down low and open it just a crack.

2. Stay calm – seconds count. Call 911 and get out.
3. Practice using an extinguisher – remember to aim at the base of the fire. Remember, a fire extinguisher is a tool to help you to escape; it is not typically large enough to put out a significant fire.
4. In the garage or anywhere else inside the house, keep all exits accessible. Don't pile stuff up in front of a door that will block an exit. Have two ways out of every room.
5. Garage door manual release – the electric door opener motor may not work. You may not have much time to get the garage door open. Be sure all family members know how to open the door by using the manual release. Consider replacing the nylon cord on the release mechanism with a metal cable or chain since a nylon rope can melt in high heat.
6. Car keys – if you keep a vehicle in the garage, consider keeping an extra set of car keys in the garage somewhere close to the vehicle. You may not be able to get to the keys, if a fire breaks out, and they are in the house. A vehicle inside the garage in the event of a house fire is a very real danger – Think fuel tank explosion.
7. Again, get out and stay out – most of us have family pets and reentering the house may cost you your life!



Next was a discussion of the classes of fires and which extinguisher would be best suited for each class of fire:

- A – Ordinary combustibles (they leave ashes, like wood, paper, and leaves)
- B – Liquids, gases, and greases (they boil)
- C – Electrically energized circuits
- D – Metals that burn readily
- K – Deep fat fryers (commercial kitchens)

A		Common Combustibles	Wood, paper, cloth etc.
B		Flammable liquids and gases	Gasoline, propane and solvents
C		Live electrical equipment	Computers, fax machines
D		Combustible metals	Magnesium, lithium, titanium
K		Cooking media	Cooking oils and fats

If you're like me, remembering what letters correspond to the different classes of fires isn't part of my everyday knowledge. However, the extinguisher manufacturers have helped us out by placing a non-language dependent pictogram next to the letter on the extinguisher's label. Become familiar with what class of extinguisher you may have to use. There are water, dry chemical, foam, water mist, carbon dioxide, Halon, and Halotron fire extinguishers available.

Tommy was careful not to recommend a certain brand of extinguisher over another. However, he did share his experiences using several different types. One that he personally would avoid is TUNDRA. It is an aerosol spray that is highly corrosive, can cause respiratory problems, and requires eye protection. On a positive note, he has tried a new brand called FireAde. It is nontoxic, non-corrosive, and environmentally friendly. Tommy promised to keep the club informed about the development and testing of this new extinguisher and it probably would be one well-suited for protecting our vintage vehicles in the event of a fire. It is soon to come with a pressure gauge so that it will qualify as a show field fire extinguisher.



Here's a link to their product description:

<http://consumers.fireade.com/wp-content/uploads/2018/03/Retail.pdf>

Another link to a video demonstration:

www.youtube.com/watch?v=VUn31HXLsI&feature=youtu.be

Many thanks to Tommy and James Harper for making the three-hour trek each way to our monthly club meeting. Tommy has an in-depth knowledge of fires and how to best protect life and property that is most valuable. Thanks again for sharing!

My 40 Merc Came Home

By Clem Clement

What follows is the history of my 40 Merc, as posted on my display poster at the 19th Annual Fairfax Car Show.

I bought the 40 Mercury spring of 1956 at age 19. Dad died August 22, 1956: Mother needed to rent the garage so the Merc was sold to my cousins who promised to sell it back to me.

After college, I joined the Air Force. During tours in Vietnam, long military flights in Alaska and duties everywhere, we talked about the girls back home and our old cars. I dreamed many a night of coming back to the 40Merc being still in my garage. That image and my faith got me thru.

The 40Merc was sold while I was in the AF, its location lost.

Upon retiring from the Air Force after 23 years, I advertised in Hemmings looking for my 40 Merc. My 40 Merc called home 2 weeks later.

Now owned by Bob Aufderheide in Ohio, we were able to identify that it was my car by specific modifications I had made. We kept in touch thru the years and met once when he showed me pictures of the restoration then in progress. Fully restored by 1998, she has won 2 Dearborn awards, a Senior Grand National first place by the Early Ford V-8 Club + many other awards.

In June 2017, the 40 Merc was registered in the

Early Ford V-8 Club's Eastern National Meet in Chantilly, VA, produced by your NVRG. However, it did not show, so I tried to find why. Sadly, Bob had passed, as had his son Richard. Bob's widow said it was to be sold. I was able to bid on the car and buy it back. It returned home August 22, 2017, 61 years to date of my Dad's passing.

1940 Mercury four door convertible sedan. One of only 970 built in 1940. Only year of the convertible sedan by Mercury.



My write-up of the day's events:

I dunno who is writing this fine show up so here are my words.

It started stinking hot and got worsen all day. Thankfully no rain.



This show was a big deal for me and my 40Merc. As you know, my 40Merc came back home to me on August 22, 2017, 61 years to the day after Daddy died. Mother said I had to sell the car as we needed to rent our garage to help with expenses. (Mother received \$10 per month which was good money back then.) Daddy died unexpectedly at age 62 and we weren't sure there would be money for me to continue as a sophomore at Stevens Tech in Hoboken, NJ.

Last year, I was encouraged to bring the 40Merc to the 18th annual Fairfax show and the eV-8 picnic. She was not ready for the road and neither was I. I was so thrilled and stunned to have her back that we needed time. Good decision for sure. The car had been a trailer queen and had 450 miles on it in the 21 years of show-only activities.

Thru the last winter and spring, I found:

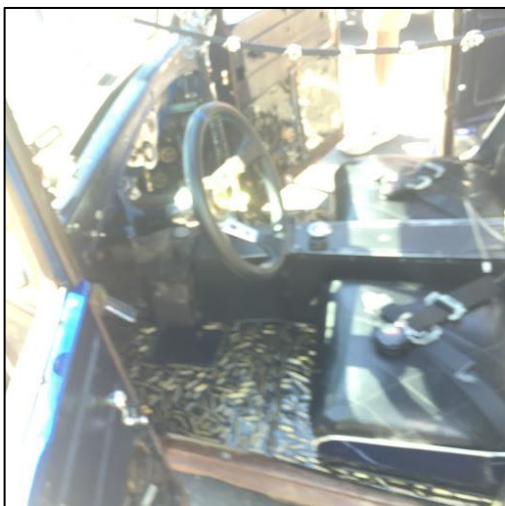
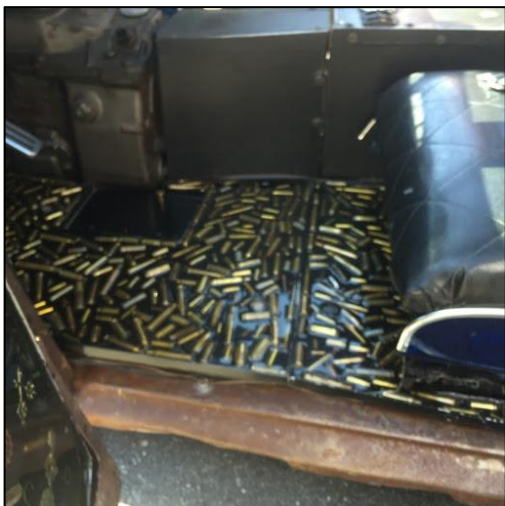
- Loose and leaking front brake hose
- Dry steering gear box
- She ran hot on the return from Sully
- Tire pressure 65 psi on the right side and 45 psi on the passenger side.
- Front bumper bolts loose and the threads stripped
- Rusted thru muffler
- Some dry grease filings
- Misc. other maladies

This spring, the 40Merc was ready to roll, but she is afraid of the weather so she stayed home for our eV-8 show in Fairfax. At Sully she did a fine showing-off and earned a second place in her class. Happy was I. However, she overheated on the way home so she now carries distilled water, anti-rust and Water Wetter in her cooling system.

For the Labor Day Fairfax show I rolled about 7:15 am with no cooling or other problems. Upon arrival at the show site, Clubber Jim McDaniel guided me into a spot between Cliff Green and Ken Burns' woodies. I prepped 40 Merc for "Show Time." She did not disappoint. Show leader Jim Chesney came out to see her and I gave him the story of the history with the car. He graciously announced the story over the show's loudspeaker system. (Thanks, Jim). Several folks came by specially to see the 40Merc. (And me?)

I set up posters with photos of me back when I first owned the car in 1956 and the process of restoring her. Many visitors asked what the color of

the car was called. (Of course, I forgot. It is body Intermix Formula DQE 10189 Car Color Code M1798 **COMO BLUE POLY** . The dash is Intermix Formula DQE 30027 Car Color Code 141787 **CLOUD MIST GRAY**.)



I was so stoked I did not even take pictures of the 40Merc. if someone did, please pass it along.

Clubbers I saw:

- Keith Randall, Jim Gray and Andy Koerner without cars
- Benny Leonard with his bootlegger coupe in the Model A section

Model Aers I saw:

- Paul Gauthier in his Model A Fordor sedan
- James Kolody in his coupe
- Jim Ryan

My 40Merc earned the Buddy Morrisette award and Ken Burns' black 42 Woodie earned a top 20 award. The mayor particularly enjoyed the story of my 40 MERC's finding and resto history.



We had a good-sized crowd in the sunny weather and we had lots of folks stop by to see our cars. Behind us was a row of hot cars facing away from us. On departures they jammed us full of guttural sounds not to our liking and increased by our hearing aids.

Coming home was a hot ride. With several streets blocked, I ended up with a much longer and red-light -blocked trip than I wanted. The 40Merc's temperature gauge registered 2 needle widths from full hot. Me too!

We had a great day for all involved and I'm so happy to have the 40Merc home again.



Update from Hot and Sunny England

By Colin Spong

The weather here has been most unusual and the very opposite to yours. Yesterday we had rain for the first time in about 70 days and during that time the temperature has been around 90/100 degrees every day. Farmers are having to use winter silage for their animals, as there is no grass. We have hose pipe bans and brown parched gardens. As homes here don't have air conditioning, it has been most uncomfortable and sleeping has been difficult. Of course, the a/c on my car also decided that enough was enough and gave up the ghost. This has been the hottest summer since 1976 and more is on the way.

The 1938 LZ Convertible is still at the upholstery shop but is making good progress.

Although the £-to-\$ exchange rate is very poor for us, a trip to Hershey is most likely, as none of us is getting younger and we must do things while we can.

My nephew Joshua (another overseas NVRG member) bought another car – this time a 1924 Ford Model T Roadster/Pickup from the USA and it arrived last month.



I saw this at Hershey in the preservation class in 2015. I had a good conversation with the owner and was knocked out by the amazing original condition. I left my card and asked him to call me if he ever had to sell. He called during the winter and wanted to sell, as he has another project and wanted it to go to somebody who would not restore it but keep it original. I decided that, as I have 10 cars and am getting older, I didn't want to take it on. I showed the photos to Joshua and he bought it. The car drives superbly and must be one of the finest original Model T's anywhere in the world today and it is staying original and unrestored.

FROM OUR FRIENDS DOWN UNDER

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

by Trevor Poulsen

As my wife Pam and I headed east, we experienced very heavy rain and winds which made driving extremely difficult and unpleasant. We finally stopped and spent the next night at Staunton, VA. The next morning, it was only a few hours to Fairfax, VA, where we attended the City of Fairfax Antique Car Show and met up with David Gunnarson. The Northern Virginia Ford V8 Club co-sponsors this annual show. Unfortunately, showers were predicted. In the end, they never eventuated, but this put a lot of people off and the attendance was reduced to about half the number of entrants this show usually gets. Regardless, it was a good turnout, with lots of interesting cars to look at located outside Fairfax City Hall. What a lovely setting for a car show. Roads were blocked off and the Fire Department and Police put on special displays for the children. One unusual exhibit was a Flathead V8 Engine on a trailer, and the owner started it up for all to see and hear. If you looked at it on one side, everything appeared in order, but a look at the other side let you know the head was missing. It was only running on 4, not 8 – a very interesting display.

After the car show wrapped up, we followed David home to meet his wife and dogs. This was going to be our home for the next few days. Sunday morning, David took us on a guided trip around **Washington, DC**, where we walked around

all the famous landmarks that we had heard about and seen on TV. What a marvellous trip it was.



That evening, after we had a typical American dinner of hamburgers and fries, David took me to visit Ken Burns, the past editor of “Valve Chatter,” RG96’s newsletter. I was able to see his pair of 1941 Ford Super Deluxe Woodies close up. Ken pointed out some of the differences between them, as one was an early production model and the other a late one. It was interesting to see all the changes made during the model year.



After leaving Ken’s, we headed to Clem Clem-ent’s place to view his recently purchased **1940 Mercury Convertible Sedan** and his extensive model train collection. What an amazing collection of early model railway engines, carriages, etc. I was told that the collection had been much more extensive in the past, as Clem was “thinning” it down. This is the second time Clem has owned the 1940 Mercury. Originally, the Mercury belonged to his father, and when he passed away in 1956, the family had to sell the car. The same car came up for sale and Clem purchased the fully restored 1940 Mercury in August 2017. What a beautiful car. Thanks, Clem, for showing me your old Fords and your model train collection.



After seeing all the sights, David then took us to **Great Falls Park**, Maryland, where the Potomac River was in full flow. Following the recent rains upstream, the waterways were flooded and very angry.



As David had to go to work on Monday, he asked if any Northern Virginia V8 Club Members were interested in showing a couple of visitors

from Australia around. **Leo Cummings** volunteered and picked us up early in the morning. First visit was a drive around Old Town Alexandria. This city is full of historic homes and businesses and it is great these old buildings have been preserved. We thoroughly enjoyed looking at these historic buildings. Next place was a change of pace, as all of the buildings, etc. are modern. The place was National Harbor, and it is full of upmarket eating places and shops.

After a coffee, Leo then decided to take us to Mount Vernon. This place, situated on the banks of the Potomac River, was the home of George Washington. George Washington's beloved Mount Vernon began as a one-and-a-half-story house built in 1735 by his father, Augustine. George acquired it in 1754 and, over the next 45 years, had it enlarged to create the 21-room residence we now see today. We were able to walk through the home, visit the place where George Washington is buried, and walk around the estate and down to the river. It was an amazing place to visit, thanks to Leo. Leo then showed us a few of his old cars and gave us a guided tour of his new home.

Our trip to the USA was nearing its end, and Pam and I spent Tuesday morning packing and rearranging our belongings for our trip home. We said our goodbyes to David and Sarah and headed for Ronald Reagan Washington National Airport. We dropped off our rental car and booked in our luggage. We gave ourselves plenty of time, as we had to find where to drop off the car and make our way to the airport. In the end, we were early, which is much better than being late. After a 5-hour plane ride, we arrived at Los Angeles International Airport. After a few more hours waiting for our flight to Australia, we were finally on board our flight, bound for Sydney. We were in the air for 14 hours and touched down in Sydney, where we were cleared by Customs and Quarantine. We then made our way to the Domestic Airport and, after a one-hour flight, we arrived in Brisbane, where our daughter Angela picked us up and took us home.

What a wonderful three weeks we had in the USA. We thoroughly enjoyed being part of the Grand Nationals in Dearborn and met heaps of people there that knew me by name, including some from Ford Barn. We thoroughly enjoyed

exploring parts of Ford history in Dearborn. Thanks to our friends John and Leslie and to David and Sarah for allowing us to stay with you. We really appreciated your friendship and hospitality, and thanks to Leo for volunteering to show us around Virginia while David was at work. Virginia/ Maryland is certainly a lovely corner of the USA. Since arriving home, I have downloaded all the photos that I took, and can now reminisce on the good time we had visiting the USA. Everyone we met was friendly, and they just loved our accent, even though we don't have one. The Americans are the ones with the accent!

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Ford Piquette Avenue Factory Tour

by Dave Gunnarson

One highlight of the 2018 Grand National Meet was a tour of the Ford Piquette Avenue Factory where the Model T was first produced.

From the meet hotel, buses delivered us to the museum which was reserved all day for our visit. An historical marker on the front wall of the building explained that Ford's first factory was a rented facility on Mack Avenue and produced the Model A, Ford's first car, in 1903. Quickly outgrowing the space, Ford purchased the Piquette Avenue property.



Two women brave the elements in a Ford Model N, heading east on Piquette Street past the Ford Plant in 1906. The banner on the building proclaims, "The Home of the Celebrated Ford Automobiles."

Today the plant, a National Historic Site, is surrounded by post-industrial urban decay, but this historic building remains looking much like it did over 100 years ago.



Ford's Piquette Plant today

As soon as the building was completed, automobile production began with the Models B and C in the second half of 1904. Each year, Ford introduced a new model and the price and features varied considerably. Ford named vehicles in alphabetical order and the museum has a loaned collection of at least one vehicle for every model. These amazing cars are displayed on the third floor in the bays originally used to hand-assemble these early cars.

In 1909, Ford began manufacturing the Model T at the Piquette Plant before moving operations to Highland Park in 1910 to accommodate the manufacturing needs and volumes that the Piquette Plant was inadequate to provide. Only Model Ts produced at the Piquette plant have a distinctive "winged" Ford script logo embossed in the brass radiator.



Piquette built Model T's all have a distinctive "winged Ford" radiator

One of the first things that struck me when stepping inside the factory was the amazing originality of the structure. A docent explained that it's the result of amazing efforts of a team of experts' careful preservation of the building. Studebaker Corporation took ownership of the plant after Ford moved to Highland Park in 1910 and they, and several subsequent owners, made modifications to Ford's layout and a period of inactivity also took its toll. Restorers have been able to save much of the original building materials and even some original (Rouge) paint from the early Ford years. It felt like Henry Ford could walk in and feel at home.

On the third floor resides a wonderful collection of "Alphabet Ford" vehicles nicely displayed in alphabetical order each with an informational card with enough information to put the vehicle into historical context of Ford's manufacturing history. Each vehicle was in amazing condition and most are on loan from their owners. Having your vehicle displayed in the Piquette Museum is considered by many to be a badge of honor.



Visitors marvel at the alphabet Fords inside the Piquette Plant

While walking around all sides of a car it was interesting to discover where the engine, radiator, and other components were located, things we take pretty much for granted today. Sometimes the engine was under the seat or the radiator in the cowl and nothing under the “hood” in front. I was also struck how different the assembly process was at this factory compared to modern assembly lines. Instead of a long assembly line, cars were mostly assembled one at a time by a team of workers in individual bays.

The Piquette building contains a treasure trove of other wonders to explore from Henry Ford’s office setup as it would have been prior to 1909, to displays of restored and unrestored cars from other manufacturers of the contemporary time of the early Model T days. It was also very interesting to see the partial reconstruction of the third floor engineering development workshop where Henry and a few others developed new ideas including, starting in January 1907, the Model T. There were displays of information about the Dodge Brothers early involvement with Ford Motor Company.

Early Ford Motor Company Production Models

Ford Model Designation	Engine Specifications	List Price	Production Years
1903 Model A*	2 cyl, 8 HP	\$900	1903-1904
1904 Model C	2 cyl, 10 HP	\$850	1904-1905
1904 Model B	4 cyl, 24 HP	\$2,000	1904-1906
1905 Model F	2 cyl, 16 HP	\$1,000	1905-1906
1906 Model K	6 cyl, 40 HP	\$2,500	1906-1908
1906 Model N	4 cyl, 15 HP	\$500	1906-1908
1907 Model R	4 cyl, 18 HP	\$600	1906-1908
1907 Model S	4 cyl, 18 HP	\$700	1906-1908
1909 Model T**	4 cyl, 20 HP	\$850	1908-1927

*Only produced at the Mack Avenue Plant

**Only 1908 and some 1909 Model T’s were made at Piquette



1905 Ford Model C Tonneau

One non-Model T car that caught my eye was a validation prototype (which officially counts as a production vehicle) 2005 Ford GT which set the record as the fastest production Ford ever at 205 mph! It’s about as far from a Model T as you can get, however, the reason for it being on display is as a companion to Ford’s early motor racing history vehicles such as a 1920 Ford Model T Custom Speedster and a 1926 Ford Model T Faultless Speedster. Speed records were, and still are, an important sales bragging right!



2005 Ford GT record-setting car



1926 Model T Faultless Speedster

If the cars weren’t enough, even the Piquette building itself tells an interesting story. As was typical in its day, it is constructed of wood beams, posts, and many other wood components, so fire was always a concern. A docent explained that the plant was built with the latest fire-suppression systems, including fireproof doors that could isolate the plant into four sections, iron caps that acted as fire-stops atop the structure’s wooden beams, chamfered beam edges which could slow the progression of a fire, and 3-inch-thick maple floors. Ford and his architects took the building’s design a step further than most commercial and industrial buildings of the day by opting to install a sprinkler system in the building. Metal plates on top of the posts held the members in place in the event of a

fire, holding the building together and delaying a collapse in an extended fire.

I took particular interest in three converted Model T's. The first was a farm tractor Model T conversion. Henry Ford played with the idea of using the front part of a Model T from 1909 through 1915 to create a simple and cheap farm tractor to help relieve some of the farmer's burden. He decided that a purpose-built tractor was better, so he dropped the idea and began tractor production in 1917. Others picked up the idea and ran with it. On display was a 1925 Model T Pullford Tractor Conversion. It uses most of the production with the rear wheels replaced by large-diameter, all-metal, gear-driven steel wheels. The drive gear engages with a set of teeth on the inner side of the outer part of the wheel. The outer tread of the wheel consists of a series of spiked teeth, making the best of the engine's 20 horsepower. While this might be good for traction, I shudder to think what would happen if it ran over someone's foot!



Pullford Model T Farm Tractor Conversion

Another conversion sent my mind right back to my youth. For northern climates with plenty of snow, the Snowmobile conversion was popular. Patented by the Snowmobile Company in West Ossipee, NH, the \$400 conversion kit (practically the same price of the Model T of the day) provided wood and metal skis to replace the front wheels, a Model TT truck rear axle and free-wheeling second axle, four tires, and two sets of caterpillar treads. The caterpillar tread wrapped around each pair of rear tires, providing traction for snowy conditions. I recall seeing two of these units sitting in a maintenance garage at the headwaters of the Allagash River in Maine in the early 1970s when I was about 15 years old. Even back then they looked exotic and, though I wanted to bring one home, I was a long way away from Massachusetts, traveling by canoe, and penniless, so it's no wonder I had to

pass even if they had been for sale, which I doubt. I wonder whatever happened to those two vehicles? For more info visit:

www.modeltfordsnowmobile.com/



Model T Snowmobile Conversion

Lastly, a Model T fifth-wheel conversion really caught my eye. Ford didn't start production of a true truck until 1917 (the 1-ton Model TT), so anyone wanting an inexpensive truck had to rely on home-built or after-market conversions. One very popular Model-T-to-truck conversion was manufactured by Smith Form-A-Truck for around \$350. The conversion consisted of a large rear frame which slid over the rear of a standard Model T frame, heavier axle with chain drive and heavy duty rear wheels, and all the other parts needed to make the vehicle able to carry a much larger weight load. The 1912 Model T on display was an excellent example of this conversion and had a Martin (founded in 1915) "fifth" wheel conversion as well, to make it a tractor for pulling trailers. The fifth wheel allowed for a secure trailer mounting with front to back tilt of the trailer to truck connection point as well as side-to-side rolling motion.



Smith Form-A-Truck installation with new axle, chain drive, and wheels

This independent motion eliminated stress from the differential motion of the pulling tractor and the trailer. Another bonus of this display was a 1916 Sibley Lumber Company Fruehauf Semi-Trailer. In 1914, Sibley contracted with Fruehauf, a local blacksmith and carriage builder to make a trailer. Sibley was so impressed, he gave Fruehauf more orders. Fruehauf incorporated in 1918. If you are wondering how a 20-horsepower Model T can move all this mass, the top speed of this rig is 6 or 7 miles per hour! While this rig may seem like a toy today, it was full of the most modern equipment of its time. There can't be many survivors like it today.



1916 Fruehauf Trailer

With a phone full of images and my brain full of new information, it was time to walk downstairs and board the bus back to the meet hotel. If you are ever in Dearborn, you might really enjoy a visit to the Ford Piquette Avenue Factory Tour – I certainly did! You can see images and learn more about almost every item in the collection at www.piqsigns.org. Some of the images in this article are from that web site.

The tour included docents who were all around the building explaining what we were looking at and answering questions. The folks who organized the tour as part of the meet did a great job and a nice box lunch topped off the experience.



For the Ladies

By Cliff Green

Let us examine this interesting window display at Saks Fifth Avenue in October 1940. The image was published in the December 1940 FORD NEWS, a monthly publication mailed out to new Ford owners.

The New York Auto Show was in town and fashions keyed the introduction of the 1941 automobiles. "Utilizing distinguishing lines in the new models, Ford and Lincoln stylists created a Mercury 8 sports dress that takes its belt from the bumper design. A handbag for the outfit is inspired by a Mercury 8 hubcap. The sleek front-end lines of the Lincoln-Zephyr were utilized in the jacket for evening wear, while the triangular purse for the costume used a V-12 motif."

What I don't get is the guy blowing wind on the subjects, and, who is the chap in the photograph? The white wall tires do add interest.



KEEPING IT IN THE FAMILY

Finally Restored After 41 Years!

Submitted by Cliff Green

Janet Foor's 1948 Mercury received a Dearborn Award at the recent Grand National in Dearborn the first time out!

Janet's father, longtime NVRG member John French, purchased the car in 1977 from a person on his mail route in Annapolis. The project started out as a father-daughter effort. After Janet married Harry in 2005 and moved to Frostburg, MD, they built a garage and the car was hers alone! Some work was done on the car until it was decided in 2017 to turn it over to a restorer with the goal of having it ready for the Grand National in 2018. Parts were collected for the car over 30 years.

Janet says, "The dream of the finished Mercury could not have happened without the friendship of those we met through the Early Ford V-8 Club, and the national Capital and the Northern Virginia groups. Many thanks to all."



NEW MEMBER WELCOME

Welcome!

By Gay Harrington

On behalf of our club, I'd like to welcome our newest NVRG members, Jim and Connie Baker of Fairfax, VA. The Bakers own a 1931 Ford 4-Door and have done extensive touring in the U.S. and outside the U.S. Cliff Green says, "Jim is a real 'car guy'," which is high praise indeed!

UPCOMING TOURS

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.



NVRG TREASURER'S REPORT

Wayne Chadderton, Treasurer

Northern Virginia Regional Group 96 Summary of News Letter Expenses For The Year 2018

	Stephanie Beavers			Rust Insurance			
	Check #	Date	Amount	Check #	Date	Amount	Combined
January	1810	1/2/2018	150.00	1811	1/9/2018	10.72	160.72
February	1814	2/2/2018	200.00	1815	2/13/2018	10.88	210.88
March	1817	3/3/2018	150.00	1819	3/15/2018	10.88	160.88
April	1820	4/2/2018	175.00	1821	4/2/2018	10.88	185.88
May	1824	4/11/2018	175.00	1826	5/30/2018	10.88	185.88
June	1828	6/4/2018	125.00	1829	6/5/2018	10.20	135.20
July	1831	7/2/2018	175.00	1842	9/20/2018	10.88	185.88
August	1834	8/9/2018	175.00	1842	9/20/2018	10.88	185.88
September	1840	9/7/2018	175.00	1842	9/20/2018	10.88	185.88
October			0.00			0.00	0.00
November			0.00			0.00	0.00
December			0.00			0.00	0.00
Total			<u>1,500.00</u>			<u>97.08</u>	<u>1,597.08</u>

Annual Dues for 2019

By Gay Harrington

Our annual dues are always announced during the fall of each year, so that anyone wanting to pay early may do so. 2019 NVRG dues are due no later than January 31, 2019. For reasons stated in the President's message (above), we're having to raise the dues in order to meet club expenses. The good news is that our annual dues are still very modest—less than \$2.09 per month!

How to pay? Please pay by either cash or check. Checks should be written to NVRG in the amount of \$25.00. Please send (or give your dues to me at a meeting/event) so that I can log you in as paid and keep you on the rolls. The mailing address is: Gay Harrington at 3080 N. Quincy Street, Arlington, VA 22207.

If you paid dues in advance and 2019 is covered already, then I will be sending you an email during the first week in October reminding you that you're all paid up for 2019.

THANK YOU for your continued membership in our Northern Virginia Regional Group, Chapter #96 of the Early Ford V8 Club of America. We are currently 155 members strong in 10 U.S. states, the District of Columbia, and the United Kingdom!



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**

1940 Ford Business Coupe. Condition: Driver. Former Benny Bootle car (author of 1940 Ford restoration book). Black with leather interior, skirts, dual carburetors, high compression heads, dual exhaust, radio, heater. \$32,500. Contact **Bill O'Donnell**, (West Friendship, MD) 410-489-9421. (10/18)



1936 Ford Roadster. Condition: Driver. Maroon with 1940 Ford skirts, high compression heads, dual exhausts, brake energizers, side curtains. \$47,500. **Bill O'Donnell**, (West Friendship, MD) 410-489-9421. (10/18)



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)



Parts & Accessories FOR SALE

New Airtex Fuel Pump: Electric 6-volt fuel pump, model E8011. **Cliff Green**, dcliftongreen@gmail.com (10/18)



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)



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, NOS, 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)



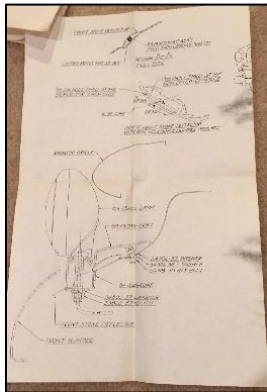
1941-48 Ford Original Shocks and Links: A pair (right & left) of original shocks with arms & links for 41-48 Ford front. These are used shocks that seem to be in good working order with no sign of internal rust issues. **John Ryan**, john@ryanweb.com. 301-469-7328. (08/17)



Craftsman Miter Box with a 24" Back Saw; **Craftsman Electric Scroll Saw**; **Dremel Tool** with accessories; **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. Would like a mid- to late-1990s four- or six-cylinder model, such as a Ford Ranger, Chevy S10, or GMC S15 Sierra. If you have one or know of one for sale, please let me know. **Dave Henderson**, 703-938-8954. (10-18)



Parts & Accessories WANTED

1939 Ford Hot Water Heater. Need correct heater switch and core for same hot water heater (I have a good shell). **Mel Herwald**, 540-925-2222, mherwald@mgwnet.com. (10/18)



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)



1951 Ford station wagon sway bar. **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

V-8 Times: 56 back issues from 2008–2017, FREE. **Cliff Green**, dcliftongreen@gmail.com or 703-426-2662. (10/18)



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)

COMING SOON TO THE VALVE CLATTER!

Submitted by Nick Arrington

I've been forwarding information and coordinating the production of the newsletter for about 4 months now. During this time, I've had the opportunity to review many of the newsletters produced by other Early Ford V-8 Clubs. Almost all of these clubs offer paid "business card" size advertisements. I have researched the pricing structure of these ads and proposed we initiate a similar policy at the last several BOD meetings. As many of you know, our club needs to initiate some new efforts in fundraising to meet increasing costs such as the rental fees of Hunter House, insurance, and various outsourcing of services. Hence I am proposing the following:

1. A "Business Card" size ad will cost merchants \$150.00 per year for publication.
2. This ad will also include a "Spotlight" on the merchant, which will include a biography of sorts featuring the services they offer. The message will have a certain word limit for content.
3. The paid fee of \$150.00 will also include a copy of our yearly V-8 Calendar.
4. The ad member would receive the newsletter by being placed on our list server.





Natural prospects for these ads would be the shops that "wrench" on your modern or classic car; classic car-oriented businesses in the area; insurance agencies – both local and regional; trophy companies, etc. that benefit from car-related events. The ads would appear on the last pages of the newsletter – not in the body of our publication. The "spotlight" ads would feature several of the merchants per month. The production team that puts our newsletter together has assured me this feature would not incur an additional cost for this service and that once the initial run of ads is established it would become a rather routine addition each month. I honestly feel we can reach 25-40 such ads with help from other club members. 35 ads would generate \$5250.00 in this "passive" type of revenue, unlike ticket sales/raffles etc. I would like to see the ads all begin January 1st with the same renewal date each year. Hence, I'd like all members to start thinking about likely prospects between now and mid-December. I'm open for suggestions and a volunteer to help me coordinate and assemble the prospects as we receive them. Thanks in advance.



NVRG 2018 Calendar



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.
December	
8	NVRG Holiday Gala
11	No Membership Meeting in December
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.

Down the Road	
	<ul style="list-style-type: none">  October 9–12 – Hershey AACA Meet, Hershey, PA  November 2–4 – Fall Tour, Gloucester and Urbanna Oyster Festival, Urbanna, VA  December 8 – Holiday Gala

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	Joe Freund	joefreund@verizon.net
Monthly Meeting Report	Dave Gunnarson	gunnarson@verizon.net
Tour Report	Hank DuBois	hancdubois@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
Bill Simons « 1934 Tudor Sedan



FIRST CLASS MAIL

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