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Value Clatter

Early Ford V-8 Club of America



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November 2018

Stephanie Beavers - Editor

Hershey Fall Meet October Membership Meeting Review

By Cliff Green

Having the NVRG General Membership meeting one week after the Hershey Fall Meet did not fake out the troops, as the room was SRO for the Hershey review. The place was busy with dues collecting and calendar selling. We had two new members attending: Jim Baker of Model A touring fame and Rusty Rentsch, proud owner of a 1950 Ford Custom convertible. The refreshments were provided by Bruce Metcalf, also a relatively new member.

After a pledge to the flag, President Joe conducted a short business meeting. He introduced our UK members Colin Spong and John Milburn. Colin brought a mystery tool that he bought at Hershey: a KRW device to remove/insert the center torque tube bearing!

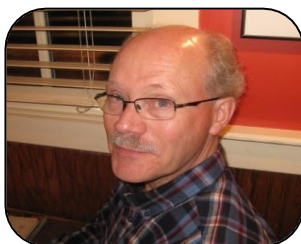
A PowerPoint program consisting of 166 images of Mecca (a.k.a. Hershey), taken by Dave Gunnarson, started the evening's entertainment. Since Dave was absent on business, the stalwarts who were there contributed their comments. Featured were mostly all Fords sprinkled with other unusual vehicles. The most prominent was a 1938 contraption pulled by another contraption (see below and article Stranger Things by Ken Burns).



1938 Custom Reo Tractor and Curtiss Trailer from California was a Hershey hit!

See <http://theoldmotor.com/?p=148503> for additional images from its days at the Peterson Museum in California and a very long and detailed history of Glenn L. Curtiss at <http://www.coachbuilt.com/bui/c/curtiss/curtiss.htm> which, at the end, describes the development and production of Curtiss trailers.

Up Front with the President



November 2018

The month of October was a terrific month as many club members made the annual pilgrimage to the AACA Eastern Fall Meet, October 10–13 in Hershey, PA. As usual, our club was well represented in the vendor and members-searching-for-that-special-part categories. **Dave Gunnarson** organized several lunch and dinner get togethers for the members where we could all convene to share our day's unique auto-related finds and swap Hershey experiences.

Because the Fall Meet was later this year, we moved our membership meeting from the second Tuesday of the month to the third Tuesday. At the membership meeting, several members showed pictures and described their significance. And, yes, some of us camped out (the real men) while others, including me, stayed in hotels. Cliff calls us the "hotel weenies." Either way, we all enjoyed great weather (except for Thursday – RAIN), antique cars, and comradeship with our members.

Many thanks to **Bruce Metcalf** for providing refreshments and snacks at the October membership meeting. If you plan to attend our annual NVRG holiday gala celebration on Saturday, **December 8**, at P.J. Skidoos in Fairfax, please mail your check (payable to NVRG) with entrée and dessert choices (refer to page 15 for entrée and dessert choices, including cost) **no later than Friday, November 23**, to:

Joe Freund
650 Springvale Road
Great Falls, VA 22066

On November 11, Veterans Day, our country will honor all the men and women who have served, sacrificed, and died in the armed forces to protect our country. I especially want to thank those NVRG members, spouses, and their children who elected to put service to our country first.

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

Hershey Fall Meet, cont'd.

The breakfast food that Dave cooked for the camping crowd, the dejected participants sitting under a canopy during the Thursday rain, the rusty car parts, the car corral vehicles, the auction vehicles, and the dining tables full of members were all captured by members' photographs.

All in all, a fair representation of what happened and what was observed (including a sign for \$6 shower with towel included).

Next came the visual interpretations of Clem, Jim Grey, and Ken Burns, with the consensus that the hit of the show was the travel trailer rig.

More than 200 images overall were mulled over and tossed about and the lively crowd went away wishing that they had been there – The Greatest Show on Earth!



"Barn Fresh" 1932 for sale



Wednesday night (10/10) at the Penn Hotel



Rain and clouds slowed things down for only part of one day



Not a Ford, but very nicely finished



A very full car corral with temptations for anyone!



A '39 convertible with rumble seat for \$50K!



All the way from Australia, a right-hand drive "ute"



Campers get ready to shop



Some of the NVRG members enjoying Tuesday evening (10/9) dinner at Fuddruckers



1934 Edsel Ford Model 40 Special Speedster Replica

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Stranger Things – Hershey Style

By Ken Burns

One of the things I enjoy most about going to Hershey is seeing all the new (to me) and interesting things in the swap meet spaces, car corral, and the show field. This year was no different. There was the Art Deco 1938 "Vagabond" custom land yacht with a separate Art Deco tractor. The tractor, a custom-built Reo designed by Brook Stevens was originally powered by a flat, 12 White bus engine and has seating for the driver and the mechanic/valet as well as their sleeping quarters (in the tractor). The "yacht" is a top-of-the-line Curtiss Aerostar, sleeps six, is equipped with Pullman chairs, an observation deck, and even a boiler for steam-cleaning laundry.



However, the thing that really caught my attention was the Speedway Motors Museum of American Speed's display in the Red Field. Three very unusual engines were on display. I just had to stop and find out more about them. I spent quite a while talking to Museum Operations Chief John MacKichan – he offered me a chair and a bottle of cold water on a blistering hot (for Hershey) day. How could I refuse? I noticed a quote from Ken Gross on the Museum's display signage and that led from one thing to another and finally to John telling me that the Museum had purchased Ken's manifold and head collection. John also knows Steve Pieper and Bill Lightfoot and sends his regards to all three of them.

The placards said they were SESCO engines (Speed Engineering Service Co.) built in the early 1970s for use in Midget racing by Ron Hoettel of Colgate, WI. Although the original SESCO Midget engine was a **HIGHLY** modified 283 Chevy, Hoettel went on to also build Ford and MOPAR versions of the engine. The unusual thing about them was that they were all four-cylinder engines created by cutting a V-8 block in half, using the right bank of cylinders, and fabricating a completely new bottom end to house the crank, cam, oil pan, etc. For the Chevy, Hoettel used a Chevy II inline four-cylinder crank, a .030 overbore, a ported fuelie head, cam, and drive train. This little 155 c.i.d. beauty cranked out 225 hp at 7,500 to 7,800 rpm.



Chevy-based SESCO on display at Hershey



Same engine on display in the Museum of American Speed

The SESCO engines were built to compete with the legendary Offenhauser and held a big \$\$ advantage: \$3,300 for a Hoettel vs. \$5,500 for the Offy.

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Hershey 2018

By Clem Clements

During setup of vendor spaces, a loud hullabaloo arose nearby. Heritages were questioned and we were afraid blows were forthcoming. The best I can figure, it was over how to separate RV's that could not fit in their assigned spots elsewhere on the Orange Field. Why the AACA person in their area did not fix things, I don't know. I did hear that some changes had been made but maybe not thoroughly explained. Anyway, I was asked to move my vehicle to an unassigned space and the others settled down. Hopefully, by next year, the system will be better sorted out. I'm there to have fun and buy/sell car parts and other paraphernalia, like a neat bicycle somebody had with an attached sidecar basket for his newspapers: \$1000 asked. I had never seen such and did not buy it.)

I guess I should add a few comments about the annual booth fuss. Many booths appear to be used as parking spaces for regular vehicles. Some folks buy a vender space but only park their car in the space. The fuss is that booths are rented by promising to be used for vending of car-related merchandise. Some feel rows of moderns are discouraging to vendors.

As I see it, empty booths are worse. Many of those who just park there are buyers and very active.

Others just attend Hershey with pals to enjoy the ambiances. (Nuthin' wrong with that.) I don't know how to police the booths and toss violators out. For some years, car show workers would come by to see what was at our booths. Did anything ever come of that info collected? Dunno. Most shows are shrinking. I'd hate to see stiffened rules in these declining-attendance-and-availability-of-old-car-parts times. Three old farts in a camper near us settled into three days of friendship and chat. They walked some, ate some, drank very little, and had a blast remembering the good old days. Ain't that just proper??

Our new neighbors were dear friends together from East Texas. Fun folks and great neighbors. We laughed a lot.

Several times, we were visited by a goat herder and her pet goat. Story not clear but I believe they are in the animal business and the goat showed up and needed love. Many goat "jokes" were offered – not by me; I'm an elephant-joke kind of guy: e.g., How are an elephant and a train locomotive similar? both have wheels ... except the elephant!

We loved the Vagabond car and trailer setup. Clearly one of a kind! Not sure I'd want to drive it or back it up, as motion would require stress on the laws of physics!

Wednesday evening, we took a walk through much of the car corral. Interesting rides and conversation with their admirers.

Many clubbers visited our booths and kept us up on the news and conditions of the show. A special meeting was called for some of the Red Field folks. Rumor has it Hershey wants more land for its activities...

This from the Ford barn about the Red Field, originally posted by TomT/Williamsburg:

Spoke to a few people about red and chocolate field spots. Seems they are expanding Hershey Park and some spots will be going away. The owners of the affected spots are being notified and they will be moved probably for the next Hershey. This is what I heard, I was not at any meeting, so I know only what was relayed to me in conversation.

That's sorta what I heard too. Something to do with tearing down the ice arena to make way for a new roller coaster. But I don't know anyone who went to the meeting.

Another neighbor of ours lit into another neighbor

about his not selling. I tried to sooth the situation, but it may have lost us their attendance. They have been negative for years.

Warm rain: Thursday was to be Hurricane Michael remnants day and it was. Thankfully not the killer storm that devastated parts of the south: but bands of warm rain. Bennie and I kept our booths open. We had a continuous flow of customers as well. We did put our NOS pieces under our vehicles or under a toadstool. As you know, I'm a former pilot in Hurricane Hunter airplanes and relish the power activity displayed (but surely not the damage and loss of life). I'm most proud of the teams I was on, as we all worked to help provide the best information on warning about the coming storms.

Donny Temple came by selling the concept that we needed another Model A trunk. I had just sold mine (as I didn't use it). Donny did not want the pink trunk with rust showing through the painted-on flowers. Nor did we. He sent his minions to deliver this rust collection. I was to bring it home and give it a good home. With the return of the rain we poorly packed and thus had no room for the PT (Pink Trunk) with flowers. As we were scooping up our wet stuff and dumping it in my van, a lady and hubby came by. She fell in love with the trunk and it went to a good home. "All is well in River City tonight." Mission complete.

Friday night we wandered over to the Penn Hotel bar and grill for chow. After a long wait we received drinks and, after a longer wait, our Fish and Chips Special dinner. It was delish and, due to the wait, we were awarded with a free dinner. Then, back early for a sleep in our wet vehicles. About 4 am it began to rain again. Most of Benny's stuff was put away in his truck. For me, mine was half-packed and thoroughly washed again.

Here's a strange one: We were drying out my plastic cover sheet and using dented hub caps to hold the corners down in the wind. A guy in an electric cart took a hub cap and moved on. My neighbor challenged him and got \$10 for the thing. I dunno what the real plan was. I was for ignoring it, but our principled neighbor would have no such solution.

Dinners with fellow clubbers were most fun and welcomed. Planning for another go at the asphalt fields of Hershey next fall.

What do the Hershey Meet and 1935 San Diego Exposition have in common? For Bill Potter, a lot.

In 1935, 17-year-old Buzzy Potter (my father), along with his older brother and mother, set their sights on San Diego for the International Exposition, which was essentially a World's Fair. My grandfather stayed behind to milk the cows while the rest of the family headed to California in a brand new 1935 Ford sedan. At the Exposition, Ford Motor Co. was the largest exhibitor and they even built an enormous facsimile of the Rotunda which dominated the landscape.



Once inside, an assortment of souvenirs were offered for sale. A fully automated kiosk offered freshly molded shift knobs to commemorate the event and they were made right before your eyes. Buzzy bought one for 50 cents and a year later he put it on his new '36 convertible sedan where it sits to this day. Also offered for sale were small metal trays that were wood-grained like Ford dashes and garnish moldings of the day. Years ago, I learned that these souvenir trays existed, but I had never seen one, nor had I ever seen a picture of one.

Fast forward to Hershey 2018: If you are destined to find a treasure, it's usually going to happen early in the week. Tuesday is set-up day and I was hot-lapping the grounds on my new 7-speed bicycle when I suddenly saw one of the trays in near perfect condition. It was very pricey when compared to the larger and more common Ford serving trays from the 1930s which are also wood-grained. I made an offer, which was not accepted, and then rode on. Less than three minutes later, I ran into Nick Arrington, collector of all things cool, so I asked him what he thought it might be worth.

He nailed it to the penny! I spun the bike around and cranked the pedals like Lance Armstrong! Had I not run into Nick, it would have gotten away. I guess some things are just meant to be



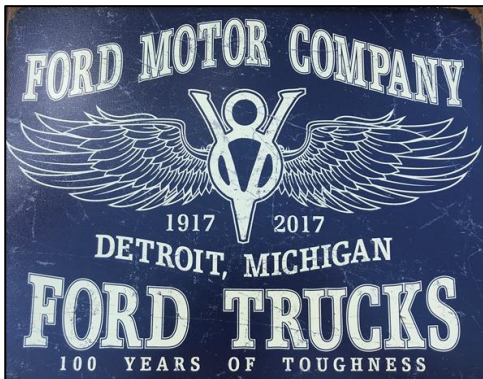
Bill with his rare serving tray souvenir from the 1935 San Diego Expo his dad, brother, and mom attended!

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Hershey Firsts

Dave Gunnarson

After attending Hershey for over 30 years, it's hard to believe it's possible to have first-time experiences let alone three of them! It all began when Cliff decided it was better to stay home and rest up for next year leaving some big shoes to fill. The first task was to coordinate the Tuesday, Wednesday, and Thursday dinners. Getting folks to sign up before the event was pretty easy but I got an appreciation of what Cliff goes through each year with last minute additions and cancellations and confusion about meeting times and a failure of one restaurant to honor a reservation. It all turned out well in the end, although dinner at Duke's on Thursday was spread out in time and in smaller groups inside the restaurant. The second first was coordinating the logistics, reservations, and mechanics of the camping spot. I learned where the paperwork behind the scenes gets done in a trailer located on the old White Field runway, and I got to work the finances out for all the campers arriving on different dates and staying for different lengths of time. Cliff never complained about any of this for all the years he has done it. The final first was to attend Hershey on Tuesday – one day earlier than I normally do. It was a weird experience driving up in mid-morning instead of 0-dark thirty AM. Once we set up and were ready to head over to the fields, I assumed that only some of the vendors would be set up, so I was very surprised when more than 80% of the vendors were going

full swing. Unsurprisingly, attendance was light and it seemed the vendors were willing to really deal. Although I didn't get much, it was a very pleasurable time strolling through areas normally packed with people and finding enough treasures at very reasonable prices to keep a smile on my face.



Newly created tin sign that will hang in my garage



Tranquil camping spot on the edge of the Hershey action

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One Final Hershey Image

By Editor Stephanie Beavers

The daughter, friend, and granddaughter of my neighbor attended the Hershey meet and caught up with Jay Leno, who willingly obliged their request for a photo.



OUT AND ABOUT

2018 Drive-in Movie Weekend

By Leo and Kathy Cummings

Hank and Cindy Dubois, Cliff and Sandy Green, Jim and Char McDaniel, Bill and Liz Simons, and Kathy and I met at our usual spot at Fair Oaks Mall at 1:00 pm Saturday, September 22, to head out on our annual weekend jaunt to the Stephens City Family Drive-In's annual car show and movie night. It was originally scheduled a week earlier but postponed because of Hurricane Florence. However, rain was still in the forecast so modern cars outnumbered V-8s three to two.

Jim McDaniel drove his 1951 Ford Sheriff's car and I drove my restored red 1955 Ford F-100 which is identical to the F-100 my dad bought new for \$1,550 back in 1955. Due to the driving antics of my brothers, there wasn't much left of Dad's truck when I returned home from college. So, in 1980, I paid \$1,900 to a neighboring farmer who had a duplicate truck and completed the restoration in 2008. However, since being restored, my F-100 never performed like Dad's until now. Thanks go to Bill Simons for referring me to Charles Schwendler of RG-3, Orchard Park, NY, who restored my original EBV 2-Barrel Carburetor. Now the F-100 is road worthy and finally runs just like Dad's used to.



Upon arriving at the Woodside Inn

As usual, to get out of town, we had to travel some fast lanes on I-66 and Rt. 29 in order to get on Rt. 55 where we could enjoy some country road "sanity" on our drive to the Wayside Inn located in Middletown, VA. This historic landmark, located on Rt. 11, is the oldest continuously operated inn in

America and dates back to 1797. Upon arriving at the Wayside, we checked into our rooms and had time to unwind and freshen up before heading to the Wayside's lounge where we were joined by Al and Mary Edwards, Steve Pieper, and Dave and Sarah Gunnarson for some liquid refreshment and V-8 camaraderie before our enjoyable early dinner in an adjoining dining room. After dinner, which included complimentary root beer floats as well as popcorn for the movie, we headed off to the Family Drive-in saying good-bye to Steve, who had to go back home to take care of Wendy who was under the weather.

We arrived at the drive-in theater shortly before the 7:30 pm movie, which was entitled "Two Lane Blacktop," starring James Taylor (his only acting career role), Dennis Wilson, and Warren Oates. This left us little time to survey the myriad of other antique cars neatly parked facing the screens but, we did. There was quite a variety of cars and trucks that we had never seen before.

The movie left little room for wondering why this was the only film Mr. Taylor starred in! We were all left with the same question: What was that movie all about? (The next day at lunch we learned from Sandra Green that the movie had been selected in 2012 for preservation in the National Archives. Really? Did Mr. Taylor pay up first? He certainly could have because of his great music career.) At least we were left with high hopes for better drive-in movies in the future! After the movie's strange non-ending, Al and Mary Edwards headed back home to Front Royal in their pretty '51 Ford Vicky while the rest of us headed back to the Wayside Inn.

The next morning, Dave and Sarah woke up the birds and departed so Dave could catch a very early business flight to California. Kathy and I headed down for breakfast at 8:00 am, on time for a change. Not finding anyone from our group up yet, we indulged ourselves with some of the freshly brewed coffee and pastries that had been set out. Bill and Liz arrived a few minutes later as did Cliff and Sandra, then Jim and Char, and Hank and Cindy, apparently really enjoying the ambience of their room and the pitter-patter of rain, arriving last.

Our waitress was very attentive and friendly. This was a second job for her as she was a special education teacher and taught children with varied

challenges. Her main goal was preparing students for life vs. teaching them the usual basic subjects. Breakfast was great and we took our time enjoying the many choices of breakfast items including real country ham, and it was all included in the room cost. What a bargain!



Sunday morning breakfast at the Wayside Inn

The Wayside's proprietors, George and Becky Reeves, are very attentive to their customers, make you feel at home, and share their knowledge of the Inn's history. One should not wait for a favorite movie at the Family Drive-In Theater in order to visit the Wayside Inn. The Inn is full of history and, by itself, worth the visit. We learned that Jim and Char had spent the night in the Inn's oldest room and that George Washington most likely had stayed in that very room (not sure if this was before or after he was elected president). Also, it is a wonder that the Inn survived the Civil War, as it was right on the "Bread Basket" path that fed the South and a great many plantations, farms, and other properties along that path were destroyed/burned during the war.



Jim and Char McDaniel's Wayside Inn suite that George Washington "may have" slept in



The group on the main staircase of the Wayside Inn just before departing on Sunday. Becky Reeves, owner, is second from the right.

After our leisurely breakfast on Sunday morning, we headed out in the rain to visit the oldest house in Winchester, built on an original settler's property called "Abrams Delight." After checking in and purchasing tickets at the house, we were led by our docent to an 18th-century log cabin on the west side of the house. The cabin had been moved there from downtown Winchester and reconstructed, and is representative of the original home of the Hollingsworth family who settled Abram's Delight – very basic living quarters and furnishings.



We were then led back to the beautiful Hollingsworth family home built in 1754, which was home to five generations of Hollingsworths and noted for its 22-inch-thick limestone walls. We toured the first and second levels of the home, as well as the basement and, through our much-learned docent, got a glimpse into the lives of some of the Hollingsworths, especially the latter ones who lived there.



Next, we toured the Winchester-Frederick County Visitor Center, located next door to Abram's Delight. The Center contains some interesting displays, including one on Civil War activity in Frederick County and one dedicated to Winchester's own Patsy Cline. It also housed a small theatre where, after perusing the Center's exhibits, we watched a short clip on the historical/tourist attractions of Frederick County and Winchester. We then headed for home along Rt. 50 with one last stop in Aldie for a light lunch. Our 1955 F-100 performed beautifully and with no leaks so far. It was a much needed weekend away from our regular norm and we really enjoyed, as always, the V-8er's who could make it. Hope to see y'all at the movies next year.

Many thanks to Hank and Cindy Dubois for a great organized weekend in spite of Sunday's rain! PS - It was raining pretty good when we were at Abram's Delight on Sunday, so Leo didn't get a picture of the outside of the home and pictures weren't allowed inside.

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Armed Forces Retirement Home (AFRH) Annual Antique Auto Assembly, September 30, 2018
By Clem Clement

Weather was refreshing as we gathered at the Pan Am shopping center. Our great Leader and Designated Adult was Ken Burns in his fresh, black,

'41 Ford Woodie. Keith Randall came in his '38 Ford and I in Smokey the '30 Model A cabriolet (me and my 40MERC were scared of DC and the heat on the way home.)

We rolled on schedule about 8 am and cruised in the cool morning with high clouds overhead. Very pleasant with minimum traffic. NW Washington homes in Georgetown are so lovely. We parked along the former General's home row at the AFRH, prepped our cars, and headed off to find the leadership. Keith found a 100-plus guy who explained our wars in very precise detail. Activities Director Constance Maziel greeted us with her usual aplomb and we received our instructions for judging. As there were about 25 cars or so the task was easy.

Next we were greeted by Mrs. Washington D.C. with her crown and everything. (See photo below.) She is very impressive. She is a military brat and loved being at the Home. She has truly taken the Mrs. DC job to heart. She is very busy all over the city with volunteer work. She has done some work like this before and will continue her efforts when her reign is over. She strives for a better world.



A drill team performed in front of the main hall and a military medical unit was present. Keith readied himself to do the take-apart car and Ken and

I set about the judging process. The home had a list of trophies and we judged to that end. A couple of cars left and a couple more did not have their activity sheet on their windshields, so they were passed. Awards were handed out by Director Susan Bryan. She chose GWC clubber Tom Woodley's '30 Model A Fordor and a neat TR-6 for the Runner-Up.



Ken and I presented donations on behalf of the GWC and the Early V-8 clubs to the AFRH to resounding applause.

Director Susan asked if she could ride in my Model A. She loved it and immediately began honking my rubber chicken toy. She is a former Navy medical administrator with 30 years of service and clearly beloved by all at the AFRH. Lots of waving and shouting to the residents and workers as we rode around the Home grounds.



Difficult to make out, but Director Susan is holding Clem's honking rubber chicken

We rolled as soon as the parade was concluded and we ground our way home through heavy traffic in DC. (Smokey developed a shifting problem.) The Rock Creek park is sure lovely this time of year.

We learned, to our dismay, that the number of residents at the AFRH is down to about 225 now. It was 447 in March of this year. The government has raised the bill for residents to \$3000 per month for room, board, and medical. Many vets have moved off campus because of the new high costs.

This was a fine day in support of our vets at the Armed Forces Retirement Home.

Follow-up note from Director Constance Maziel:

"Thank you all. It has been so much fun working with you all. This was my last Antique Auto Show, as I will be moving to the Las Vegas area. In the future, please forward questions to my supervisor Steven Briefs at Steven.Briefs@afrh.gov. I will miss you all and thank you for making the event truly special for our Veterans!!!"

AFRH Addendum

By the Adult Leader

Clem's description of our trek down Rock Creek Park to the Roosevelt Bridge left out the part where I managed to stall the Woodie in the middle of the stop-and-go tie-up approaching the left turn onto Virginia Avenue. And, of course, I flooded the engine and it took me several attempts before I could get underway under my own power. But even that ignominious interlude didn't ruin an otherwise

beautiful day.

The AFRH show is a special show for me. As most of you know, I'm a former Navy pilot and Viet Nam veteran. When I first started attending the show, the "old timers" were WWII vets and some Korean War vets. Now nearly every WWII has passed away, the Korean War vets are fading, and some Viet Nam vets are now residing at the AFRH. Can I possibly be that old?

In talking to the vets at the home over the years, I'm constantly told how much they enjoy the car show and look forward to it every year. Clem mentioned that the number of residents had dwindled dramatically over time and especially over the past half year. What he didn't mention is that the number of cars at the show has also tapered off. Where there used to be 100+ cars in the parade past the hospital for the non-ambulatory residents to enjoy the parade is now down to about 25 cars. Our NVRG participation this year was also down – just Clem, Keith, and me. The NVRG (and the GWC Model A club) supports the show with an annual donation. I urge everyone to consider donating/investing a Sunday in September in support of our veterans who reside at the Armed Forces Retirement Home.

THANKFUL FOR OUR NVRG MEMBERSHIP

Giving Thanks for Our 156 NVRG Family Members!
by Gay Harrington

Most of you have heard (or read) about my clumsy antics in finding my way to the NVRG in early 2013. If you were somehow spared this tale, here are the highlights: Woman too old *not* to know better, with no knowledge of early Fords or flathead engines, discovers a 1949 F-1 "barn find" (outside the barn with more rust and holes than metal). She grins, drives it, grins, buys it, wonders what she's done, researches cost of restoration places in VA and MD (including FantomWorks of Norfolk, *before* it becomes famous on TV's Velocity channel), decides to save \$50 an hour on labor, and sends it west of the Mississippi (nearly to the Pacific Ocean... Grants Pass, OR) in November 2012. THEN she finds out about the existence of the Early Ford V8 Club and the NVRG—joins up and realizes she did everything outside the lines... Yikes! Truck comes back

east ten months later, an unrecognizable beauty! NVRG guys help out in keeping “Budster” in great shape with a newly upholstered seat, restored transmission, and lots of guidance on general maintenance... WHEW! So, am I THANKFUL for the NVRG? You betcha!

Taking on the role of NVRG Membership Chair has also made me grateful. We are now up to a record high of 156 families/members! Our two newest members are Craig Proulx and James “Rusty” and Anya Rentsch (yes, that’s “Rusty” Rentsch). I thought I’d tell you a little bit about how nice it is to see new members join us, using our last two members as examples.

Craig Proulx lives in Fairfax, VA, and has a 1934 Ford that he has modified. As I usually do when folks join, I ask them if they’d like to share a photo or any information about their vehicle. Craig sent a couple of nice photos, and here’s what he shared with me (knowing I’d let the membership in on the details, of course): [I started back in 2016 by purchasing a 1934 Ford 3 window coupe replica fiberglass composite body from McGill Manufacturing in Granby, MO. Barry McGill also constructed the custom tubular frame and suspension designed especially for the car. It has coil over shocks all-around suspension, rack and pinion power-assisted steering with a 9-inch Ford rear end. The engine is a 1967 Ford 351 \(393 cubic inch\) Windsor rebuilt by Carroll Carter \(C&C Motor Sports\) in Manassas, VA. It produces 450 HP. The transmission is a rebuilt 1969 Ford AOD 4-speed with overdrive. It was custom painted by Barney Squires in Locust Grove, VA. The interior is a custom two-tone \(tan and cream\) designed by Bill Ridgeway in Orange, VA. I purchase most of the parts from the internet as I need them. I am in the process of trying to get it inspected by Virginia DMV.](#)



Craig Proulx’s 1934 Ford 3-window coupe



What a great “smile”!

As I said when I first saw the photos of Craig’s car, “It’s a beauty!” It seems so many clubs are only open to one thing or another, but I’ve noticed over the years I’ve been a member of the NVRG that members of our club are very appreciative of a wide variety of Ford product vehicles, whether modified or not, restored or not, pristine or not. It really is a welcoming group for any and all early Ford product enthusiasts (I still love the Lincolns and Mercurys that can’t possibly fit into my 15.5-foot-long garage). It’s nice to belong to a group that has space and respect for all manner of interests. It allows us to share the joy of each other’s personal affinities and dreams!

The story of “Rusty” Rentsch will bring a smile to the faces of members who have ever asked, “What did I just buy?!” Rusty, a Model A Ford guy, purchased a 1950 Ford convertible in September. Under the keen guidance of Clem Clement, Rusty reached out to ask about joining the NVRG. Rusty had a couple of initial “compatibility” questions, as he had an opportunity to buy a donor car, but it was a 1949 Ford sedan, not a ’50 convertible. I picked up my member handbook and looked to see who has a 1949 or 1950 Ford car of any variety. I wrote to three or four members, asking them to help Rusty out with the compatibility questions, and I think they may have saved Rusty time and money—the frames and several other critical items were not compatible. Rusty opted not to buy this particular donor car. But here’s what really makes my day, as part-time facilitator of member communications: NVRG member Russ Brown not only contacted Rusty, he also went over and met him “for a couple of hours.” Russ said Rusty’s car is very complete.



Check out what followed Rusty home from Ohio. He now qualifies for the flathead V-8 club.



Rusty says, "The upholstery could use some attention."

I'm pretty sure Rusty learned a lot in the time Russ Brown was there, which is exactly what's so great about NVRG membership—the sharing of knowledge and ideas. This club has hundreds of years of accumulated knowledge about early Ford V-8s and other early Ford cars (Mercury/Lincoln), and some very nice people who willingly share what they know.



Rusty and his new project: 1950 Ford Convertible

So here's a big WELCOME to our newest NVRG members, Craig Proulx and Jim/"Rusty" and Anya Rentsch! I'm very glad to see our club membership interacting so well and our membership numbers at an all-time high!



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 last month's President's message, 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 156 members strong in 10 U.S. states, the District of Columbia, and the United Kingdom!

You are cordially invited to attend the

2018 NVRG HOLIDAY GALA

Saturday, December 8, 2018

at

P. J. Skidoos

9908 Fairfax Boulevard., Fairfax, Virginia

Our celebration begins with cocktails at 6 pm (cash bar)

Menu Selections

A fresh green salad with house dressing, bread, dessert, and tea or coffee included with each dinner entrée

Filet Mignon with mushroom peppercorn sauce, red potatoes, & green beans - \$33 per person

Fresh broiled Salmon, lemon butter or honey Dijon Glaze, red potatoes, & green beans - \$25 per person

Grilled lemon chicken breast with rice pilaf & green beans - \$23 per person

Dessert: Chocolate Mousse or Sherbet

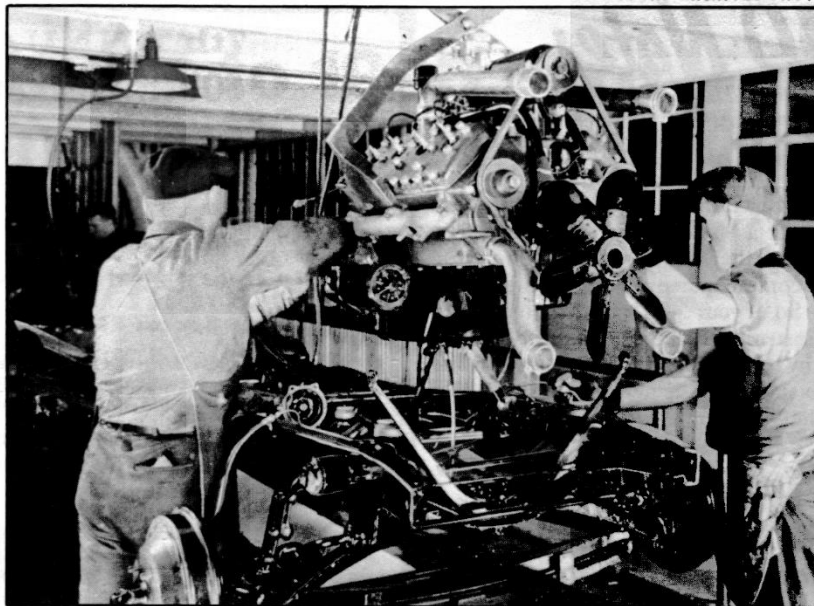
Please mail your check (payable to NVRG) with entrée and dessert choices not later than Friday, November 23th to:

Joe Freund
650 Springvale Road
Great Falls, VA 22066

We look forward to seeing you there with wrapped gifts for the traditional gift exchange.

Don't forget items that the spouses will enjoy!

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FORD ARCHIVES PHOTO

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***Shortly After Assembly, Ford Cars, Tested and Checked,
Are on the Way to Dealers, or Are in Owners' Hands***

UNKNOWN to most automobile owners, one of the major jobs is delivering new Ford cars to owners after they leave the assembly line. The cars must be delivered in perfect running order, and with all the equipment exactly as ordered, by customers through their dealers. A huge new-car delivery building was constructed recently at the Rouge Plant, in Dearborn, to facilitate car distribution to dealers in Michigan, Ohio, western Pennsylvania, West Virginia, northern Kentucky and Indiana. The services performed in the new-car delivery building are duplicated in those Ford branch plants where Ford cars are assembled from parts shipped by railroad from the Rouge Plant.

Need for this new building resulted from the introduction of the new Mercury 8, and an expanded volume of sales during the last few months.

Though the time between final touches on the assembly line and loading of a car for shipment is but a few hours, Ford cars are kept "out of the weather." Storage for 500 cars is available. As many as 600 cars and trucks may be assembled in a day at the huge plant on the Rouge River in Dearborn, but less than twenty-four hours passes before the majority are on their way to the dealers.

Long trains of boxcars are backed inside the building, and shining new Ford V-8 cars and Mercury 8 cars are driven aboard for shipment to distant branches and dealerships. During the navigation season on the Great Lakes, a few cars are transported daily by boat to ports on Lake Erie. Other cars are moved to local dealers via the "convoy" trucks which have become a familiar sight on the roads.

Except for the shipment by lake freighters, this system of sending cars to dealerships is duplicated in Ford branches.

Part of new-car delivery work is on a one-mile test

road that has been built adjoining the new building. Cars and trucks driven off the assembly lines receive a final inspection in the delivery building. White-coated mechanics are alert to discover any error in equipping a car as ordered by a customer through his dealer. They check every detail of body style, color and upholstery.

The first test of the car against the conditions that it will meet on the road is made in a small metal enclosure. The car is driven inside, between batteries of huge fans. Vault-like doors close quickly behind it, and, simultaneously with their closing, a flood of water is driven against the sides of the car. This deluge is known as the "cloudburst" test, and cloudburst it is, for with almost hurricane velocity the water beats against the windows, door joints and hood. It is only an artificial rainstorm, but one such as most automobiles will never experience on the road. The test assures the Ford owner of a storm-tight car, for the slightest seepage of water is stopped.

Following this, every new car is driven on a one-mile test road. Engine, brakes, steering and other mechanical features must be in perfect order. If cars fail to pass the test, adjustment is made in a completely equipped service garage.

Back in the delivery building, the customers' orders are referred to again, and extra equipment such as radios, heaters and other Ford accessories are installed. Except for driving the length of the building to the shipping docks where the cars are placed aboard a train or truck, or through the plant to the ship harbor, and a few more feet at the dealership, new cars are not driven again until their owners are at the wheel, ready for the thrill of taking them onto the road. A new Ford car is really new in every sense of the word. Slightly more than a mile of travel is all most of them register, and that is the owners' assurance that one of the most important jobs in the testing of Ford V-8 and Mercury 8 cars has taken place. ♪

Ford News, Apr. 1940



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



1933 Ford 2-door Sedan: Has a 1936 engine (LB block) with aluminum heads and intake by Monterey Speed & Sport. Is a copy of the old Eddie Meyer flathead speed equipment (but is a new casting). \$35,000. **Ray Lambert**, 703-595-9834. (11/18)



1956 Ford Thunderbird: Automatic transmission; 312 V-8 engine; stainless steel mufflers and exhaust; repainted 3 years ago in original Peacock Blue color; front disk brakes; AM/FM radio; white hardtop with portholes and new headliner; soft-top is complete but needs fabric; Continental kit; clip-on wire wheel covers. Engine rebuilt in 1992 at 103k miles by Kenson Auto Services in Fairfax. Currently has 111k miles and has always used non-ethanol fuel. Chrome is excellent and car is a beauty with skirts. Located in Northern Neck, VA. Need to sell, asking \$27,400. Contact NVRG member **Richard**

Thompson, aatnneck@gmail.com. (11/18)



1955 Ford Thunderbird: Exterior color Raven Black; Automatic Transmission; Hardtop; 62,000 original miles; Unrestored condition, 95% original; 12 Volt conversion; Family car since 1955, have original order form, invoice, shop manual, brochure, catalog, etc. Asking \$32,500. Contact **Dave Maneval** for more photos and details. Call [570-204-9278](tel:570-204-9278). (11/18)



1946 or 47 Ford Pickup: Our British member Colin Spong (in-country for Hershey) found this pickup in Luray and is for sale for \$1500... no title, seems complete but rusty. Might be of interest to a member as a source for parts. Contact Bennett & Butler, Inc. (**Tony Spain**) at 540-742-9353. (11/18)

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



Sears 10" Radial Arm Saw. Very good condition. Tuned. **Cliff Green**. dcliftongreen@gmail.com (11/18)

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)



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)



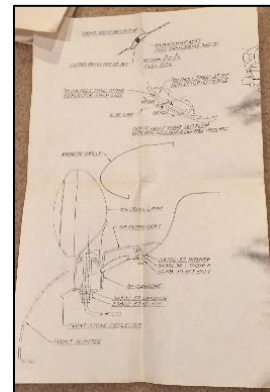
1936-39 Ford Complete Transmission: Completely rebuilt trans plus a nice top. All new (NOS Ford) internal parts (gears, shafts, bearings, etc.) and clutch release parts (shaft, fork and arm). Late 36 style gear set (all helical gears, 16 spline helical main shaft for sliding gear) in a late pickup case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



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)



1950-51-52 Ford pickup 8-foot bed: **Ray Lambert** 703-595-9834. (02/18)



1940 Ford Heater Switch for hot water heater. **Bill Chaney**, flihi@cablefirst.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

1940 Ford Headlight Housing: In rough shape, but the price is right (free). **Benny Leonard** at benshar100@gmail.com. (11/18)







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)



NVRG 2018 Calendar



November	
2-4	Fall Tour, Gloucester and Urbanna Oyster Festival
13	Membership Meeting – 7pm – Nottaway Park. Program: Ignition System Theory of Operation and Diagnosing Problems, presented by Cliff Green and Dave Gunnarson – Refreshments: TBD
14	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
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
12	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
25	No Board of Directors meeting in December
January 2019	
8	Membership Meeting – 7pm – Nottaway Park. Program: TBD – Refreshments: TBD
9	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
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Down the Road	
	<ul style="list-style-type: none">  November 2-4 – Fall Tour, Gloucester and Urbanna Oyster Festival, Urbanna, VA  December 8 – Holiday Gala  January 2019 – More fun events coming your way!

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

NVRG Car of the Month
Jim McDaniel « 1951 Cruiser



FIRST CLASS MAIL

**Regional Group 96
Early Ford V-8 Club
Post Office Box 1195
Vienna, Virginia, 22183**