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Value Clatter

Early Ford V-8 Club of America



*Northern Virginia Regional Group #96
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March 2019

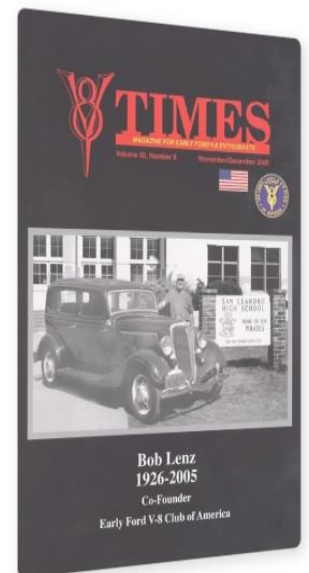
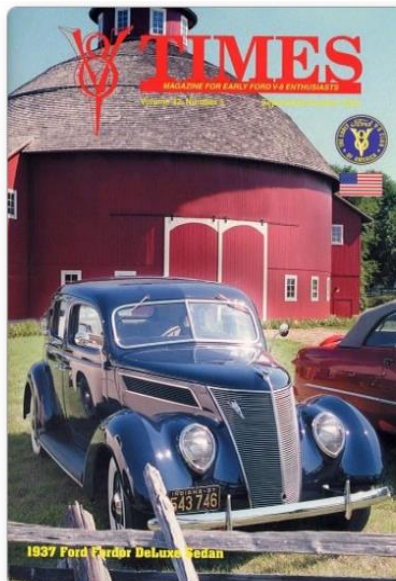
Stephanie Beavers - Editor

February Member Meeting: V-8 Times on a Stick

By Dave Westrate

Ken Burns is the only person I know who can take a presentation title like “V-8 Times on a Stick” and turn it into an interesting hour of valuable and noteworthy information for attendees at the February membership meeting. Ken is always teaching, mentoring, or helping this club and its members, and we thank him for all that he does.

The Early Ford V-8 Club was established in 1965 and the V-8 TIMES has been an important part of the club for all these years, as we all know. The publications are always full of technical tips, historical material, and other information that is so important to the purpose of the organization – which is to preserve our beautiful Ford Motor Company products. Ken made a poignant point that we all think about. Like it or not, our members are aging; and, as we lose them one by one, we also lose a great deal of their V-8 knowledge.



Up Front with the President

March 2019



March is a great transition month. The weather is beginning to warm up (ever so slightly), the days are getting longer and, like daffodils, old car events are emerging. The first two regional swap meets of the year are held in March and are among the best local events of the year. The first will be held on Saturday, March 9. Daylight savings time begins on Sunday, March 10, so you'll have an extra hour of daylight to stash all the parts you bought the previous day. The second swap meet ushers in Spring: a two-day event on Friday and Saturday March 22–23. A number of NVRG members routinely attend these meets, so carpooling is a definite possibility. I attended the Sugarloaf meet last year with a couple of fellow NVRGers and found a couple of items I "needed." Event details are in the NVRG calendar in this issue.

The first 2019 NVRG activity is a garage tour to Jim Walker's wide-ranging collection of over 40 cars in Hume, VA, on March 30. Jim is the owner of Classic Automotive in Manassas, one of the advertisers in the Valve Clatter. The calendar in this issue has more detail.

Your Board of Directors is actively planning NVRG's 2019 activities and we'd like to hear from members with ideas about new activities and/or suggestions to enhance our traditional activities. Attending a board meeting is the most effective way to present your ideas. Otherwise, talk to a board member at the Tuesday membership meeting or contact any of us by email or phone. If you have an idea about a program at the monthly membership meetings, contact Dave Gunnarson. We'd love to hear from you!

At this month's membership meeting on March 12th, NVRG member Warren Barbee will be reporting on the 2018 Bonneville Speed Weeks. Last year's event was truly awesome, with the best salt conditions in many years. The weather was excellent and many speed records were broken.

Best V-8 wishes to everyone,

John

2019 NVRG Officers and Terms	2019 Directors and Terms	Committee Members
President – John Ryan (2019-20)	Membership – Gay Harrington (2018-19)	Fairfax Show – Dave Westrate
Vice President – Cliff Green (2018-19)	Programs, Refreshments – Dave Gunnarson (2019-20)	Tours Chair – Hank Dubois
Secretary – Nick Arrington (2019-20)	Webmaster, Property – Ken Burns (2018-19)	At-large – David Skiles
Treasurer – Bill Simons (2018-19)	Sunshine – Keith Randall (2019-20)	At-large – John Sweet
	Past President – Joe Freund (2019-20)	At-large – Jim LaBaugh
	At-large – Jim McDaniel (2018-19)	

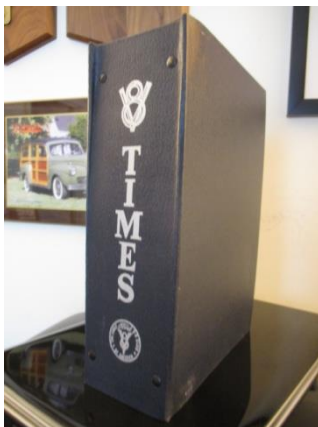
V-8 Times, cont'd.

The good news is that much of our collective knowledge has been documented over the years in the *V-8 TIMES*. Our national club leadership is to be commended for recognizing that the resources in the *V-8 TIMES* could be made more accessible through the use of today's technology. The result is "V-8 TIMES on a Stick" or, more technically speaking, on a thumb drive for your computer.



Small but mighty powerful; fifty years of *V-8 TIMES*!

Many of us have a lot of issues of the *V-8 TIMES* and wonder what to eventually do with them. Ken dramatically illustrated this problem by setting out a yellow tape measure to show how much shelf space all 297 issues of the *V-8 TIMES* on the thumb drive would occupy. If you include binders, it would be nine feet. That's a lot of *V-8 TIMES*!



Shown above are only three years' worth of *V-8 TIMES*.

The Early V-8 Club has an index for these magazines on the national website but, once you have a reference from the index, you have to physically find the right magazine (assuming you even have it) and then flip the pages to find what you were looking for – all very time consuming.

The new thumb drive is a workable compromise. It combines 50 years of publications with an index (compiled by several authors who used a variety of rules to index articles), with as much technology as possible at a reasonable cost. The result is that the index on the thumb drive and the national website covers all issues of *V-8 TIMES* from 1965 to 2014 (actually to 2017, although the 2015–2017 issues are not included on the thumb drive). Also, the full text of each *V-8 TIMES* is now on the thumb drive with each issue having its own PDF file.

The thumb drive does not provide a "key word search" as we are used to on Google. Rather, there are two ways to search the PDF index. Ken explained that the basic "Find" function is fastest. It provides a search of the 50 years of indexed references in the magazines and then identifies the issue of *V-8 TIMES* and the page number where the information is located. By clicking down you'll see every instance of the term contained in the index. Ken said, "It is a lot faster than flipping pages."

The "Advanced search" function will actually search each PDF for your search term. In order to do this, you need to search the folder where the PDF files are located. This search will return a list of pages containing the exact search term you've entered and links to the pages where the term is located in every PDF that it scans. Ken said that an advanced search can be very time consuming and return numerous hits. It's definitely not the less-than-a-fraction-of-a-second results you get when you search the web with Google. Nor will it give you a "Showing results for *engine block*" when you incorrectly typed in *engine bloock*. The advanced search will only find (or not find) the specific term you're looking for in the PDFs.

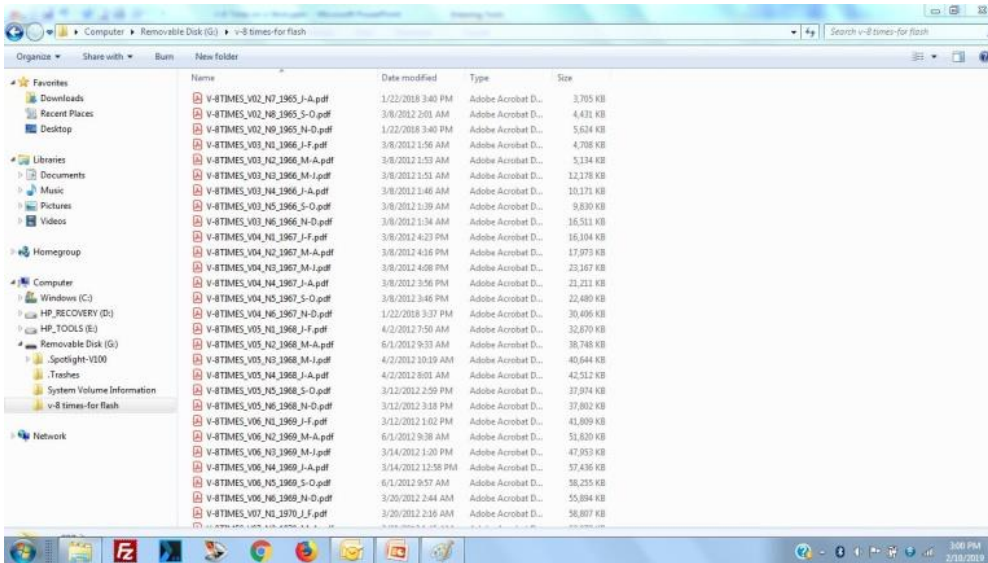
Ken gave us a few tips on how to use basic Find feature and the index on the thumb drive:

- Because the first two pages of the magazine are not numbered, you often find what you are looking for two pages later;
- If you have the computer storage space (24 gigs), the search will be a lot faster on your

computer using the hard drive instead of the thumb drive;

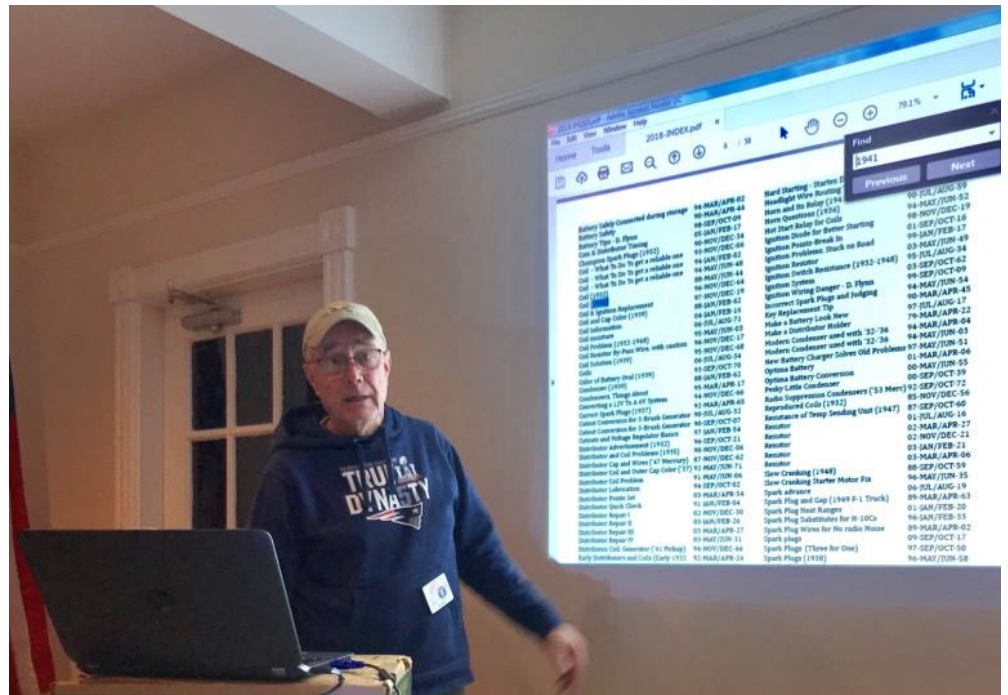
- It will search the index for exactly what you type, but is not case sensitive;
- The thumb drive can be ordered on the Early V-8 Club's website by clicking on the online store and then "media." The stick costs only \$19.95 plus shipping, for a total of \$22.95.
- It is also available by snail mail by sending a check (made out to "Ford V-8 Club of America,") to Dave Rasmussen, 1116 Austin Way, Napa, CA 94558.

Ken concluded his presentation by noting that most of us will eventually sell our V-8s to a younger generation of people who will not have had the exposure we have had to this era of automobiles and to our club members who possess so much of the knowledge that is reflected in the *V-8 TIMES*. The benefits provided by the *V-8 TIMES* on a Stick may be a useful sales tool when trying to sell your own V-8.



Just a partial list of the *V-8 TIMES* PDFs on the thumb drive.

Ken demonstrates using the basic "Find" to search for the term "1941."



TECH TIPS

Tech Tips on Brake Lining

by Cliff Green

I decided to replace the front brake shoes on my '40 Woodie and ordered a set of woven ones from Mac's. I found that the brakes did not have any "feel" – they were either on or off. These were semi-metallic composition.

I talked with NVRG member John Girman, who now lives in CA, about his braking experiences. His touring in his '53 Victoria was up and down big hills and he was getting brake fade with overheating. He contacted [Porterfield Brakes](#) in Costa Mesa and they provided shoes with special racing lining that solved his issue.



The information from Porterfield says: "The R4-S shoe stands out in a vast array of uses as a reliable, high-friction, longer-lasting brake shoe. A shoe that adds a substantial increase in stopping power at all temperatures. On your daily driven road car it will provide both longer shoe and pad life, as you enjoy much better braking under tougher than normal conditions." These shoes are ceramic friction linings bonded to the shoe.

I had my drum's diameter measured at a machine shop and Porterfield arc ground the R4-S shoes to my specification. I am very happy with the results as I now have smooth pedal application of the brakes. This performance does not come cheap – the pair cost \$149 + \$16.64 shipping, but these are the last shoes this car will ever need!

Meanwhile, I had to pump the brake once to get a hard pedal. The front brake cylinders were fine, even though they were all replaced back in 1976. I replaced the fluid with silicone back then. Went through a few brake light switches until I started using Harley Davidson switches. I replaced the master cylinder with one from NAPA and bled the brakes using the hose in the bottle trick. The system now operates to my satisfaction.

Another tip on clutch/pressure plate products: I replaced the 9-inch flywheel and pressure plate, which is correct for 21-stud with a 10 inch to match the 59AB that I installed in my '40. The smaller flywheel was producing a harmonic sound at certain speeds as though it was out of balance. Again I installed a product from Mac's that had a chatter out of the box! I lived with it with application of clutch and throttle to avoid the chatter, but after learning about [Fort Wayne Clutch & Driveline](#) through [Ford Barn](#), I decided to go with their product, which is reconditioned in the USA!



Keith Randall and Bill Selley helped with the installation. Smoooooth!! I am happy. Highly recommend these folks. Price is a little more at \$159, but worth it.

WISHFUL THINKING?

Where, Oh, Where, Did My 1941 Ford Super Deluxe Convertible End Up?

By Dave Henderson

It was January '54. I had just completed 6 months of MP training at Camp Gordon in GA and had been sent home on leave. I was told to report in at Ft. Belvoir afterwards for orders to my next unknown assignment. The Korean "conflict," as it was known, was then over and there were a slew of "RAs" (regular Army enlisted, as opposed to draftees such as I) at Belvoir who had returned stateside, but were itching to go back overseas. So, lucky for me, I was stuck just a hop, skip, and jump from my Arlington home. With a little bit of additional luck I escaped from Military Police operations duty (no more spit-and-polish and unpredictable off-hour duty shifts!) and found my way into the motor pool to run the parts room, which was a very cushy job, as GI chores go. It also enabled me to commute from home and take night courses. But to commute, I needed wheels, so I called my friend Carroll Barnes, whom I had helped when he opened a lot at Wilson Boule-

vard and Fairfax Drive in Arlington (later, Barnes Chevrolet, La Plata, MD). He had just what I needed: a one-owner '41 Ford convertible that had been a dolled-up showroom car when new at Edmonds Ford Motors, located on Clarendon Circle and subsequently moved to just across the intersection from the Barnes Auto Sales lot.

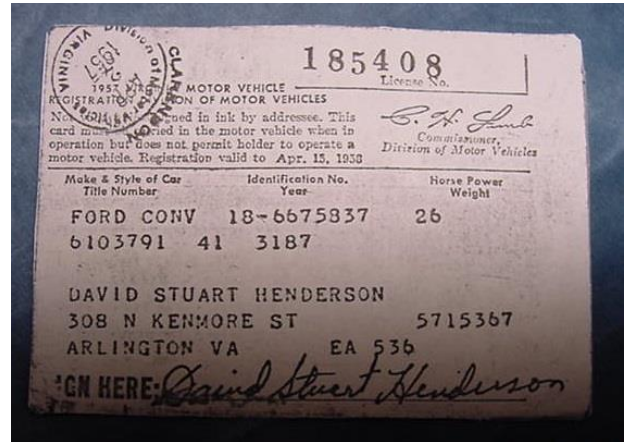
The car was weathered when he took it in – faded tomato soup original paint, a hole in the top a dog could jump through, etc., but it had great bones and was fully loaded with goodies. Carroll had it stripped and painted with black lacquer, an upholsterer had put on a white Haartz top, and wide white-walls were installed. When it was offered to me I was stunned because it had been Carroll's intention to keep it for himself. Without hesitation I grabbed it up.



The Ford served me well but, fast forward to 1957, which found me married, a father, and now owner of a family-type car, brand X at that... Sorry. With no place to keep the '41, I sold it. The buyer was a GI stationed at Ft. Myer whose name I think was Bill Anderson. I saw the car only once afterwards, slinking down Wilson Boulevard, lowered in the rear with long shackles and swaying a bit.

Here are some of the distinguishing features of the car, which still had a white top when I sold it: bumper tips all around, grille guard, hood ornament and running board chrome strips (both Mercury?), stainless fender trim, ribbed trim on the wheels, 59AB motor, Unity spotlight, Philco radio with floor button station changer, and a hot water heater. Probably had a clock too, I can't remember. In the

front, direct action type shocks had replaced the Houdailles, and in the back the shocks were original, but there was slight hole damage to the frame, perhaps from a shock freezing up. I believe there was an accessory light in the trunk or under the hood, if memory serves.



I'm wishfully thinking to pull a "Clem" and find it but, unfortunately, I don't have the succession info that he had about his rediscovered '40 Mercury Convertible Sedan. But the 1941 Ford Super Deluxe Convertible may be out there somewhere. As jazz pianist Fats Waller used to say, "One never knows, do one?" So, I'm still hoping!

GOODBYES ARE NEVER EASY

A Ford V-8 Changes Hands/Parting With an Old Friend

By Hank Dubois

For some time, I had been thinking about making some room in my garage. So, when club member Allen Ponton called in late November on behalf of a friend who was looking for a '35 3-Window Coupe, I said I might be interested. Allen has been friends with Steve Steers from Boerne, TX, for over thirty years, having first met Steve at a Lincoln Zephyr Meet when they were both restoring '37 Zephyr 3-Window Coupes. Steve is a United Airlines management retiree who has been into cars, including early Ford V-8s, since he was a teenager. He restored a basket case '37 Cabriolet in the early '80s when you could still get NOS parts from country Ford dealers and he's owned a number of other early Ford products over the years. His current stable includes

a traditional '34 hot rod roadster with an Ardun-equipped flathead, which he put together over an eleven-year period, as well as a couple of vintage road racing cars. His interest in '35 Ford 3-Window Coupes goes back to the late '50s in Palo Alto, CA, where he grew up. It was there that he was smitten by a '35 3-Window that he saw regularly in his neighborhood. That interest has stayed with him over the years, so he decided that he should pursue it before any more time passed by. Thus the call to his old friend Allen for possible leads on a suitable candidate.

Steve's call the next day led to a visit in early December to check out the Coupe. He had an upcoming trip to Chicago and was able to reschedule his return to Texas via Washington Dulles with a layover of sufficient length to enable him to see the car. I picked him up at the airport, brought him to our house in Fairfax to examine the car, provided him with a quick lunch, and took him back to the airport in time to catch his flight back home. Steve carefully examined the Coupe, liked it, and, within a few days, we had agreed upon a price. However, with the holidays fast approaching, we also agreed to wait until the New Year to finalize the deal and arrange for pickup. Everything went pretty smoothly from there although the pickup ended up being changed/delayed for a number of reasons.

After checking the cost of having the Coupe transported by a commercial hauler, Steve decided to do it himself with his own enclosed trailer. He initially planned to have Allen transport the car from Fairfax to Charlottesville, where Allen would pull the engine, rebuild it, and ship it to Steve in Texas. Meanwhile, Steve would pick up the car in Charlottesville sans engine and transport it to Texas. Bad weather interfered with these plans in early January and a late-season Virginia grouse/woodcock hunt in mid-month with my Cape Cod hunting buddy also delayed pickup. A final delay due to a change in Allen's schedule moved the pickup date to Saturday, January 26, and that turned out to be a winner.

January 26 dawned clear and cold with temps in the mid-20s when Allen pulled into my driveway at 8:30 a.m. We wasted no time in loading the Coupe onto Allen's open trailer but, since the car was inoperable and Allen's trailer didn't have a winch, we had to use three come-alongs and a logging chain to pull the car onto the trailer.



Things went smoothly and Allen was back on the road by 10:30 a.m. and back home in time for a late lunch. Steve arrived in Charlottesville late the next day (Sunday) and the car was transferred to his closed trailer for transport to Texas. He had changed his mind about Allen rebuilding the engine due to the cost involved in shipping it to Texas and decided

to have it rebuilt there. So, the Coupe was transported intact to Texas, via a southerly route to avoid an incoming winter storm, and arrived at Steve's home late on Tuesday, January 29.

This late-production '35 3-Window Coupe was my first V-8 and was purchased from fellow club member Owen Beeder in October 1987. Owen brought it to Virginia from New England and it was an unmolested example, which made it pretty rare, since so many '30s V-8 Coupes, especially 3-Window with their stout roofs, were used for stock car racing in the late '40s, '50s, and early '60s, or were modified into customs and hot rods. Owen had completed a nice cosmetic restoration on the car and it looked great in its correct Gunmetal Gray paint, Apple Green wheels and stripe, nice chrome, and Bedford Cord interior. However, it had an older rebuilt '39-'40 engine which displayed the usual symptoms of a tired flathead: low compression, hard starting, and oil usage. But, I loved it and drove it for twelve years on every NVRG tour that Cindy and I could possibly participate in. It was also displayed at quite a few local shows and even a couple of Eastern National V-8 meets.

We racked up quite a few miles on the Coupe and it never let us down or left us stranded, although there were quite a few times when I wasn't sure if it would start, and, if I made any comments to that effect, it was guaranteed to make Cindy nervous! My last adventure in the car was driving it to the 1999 Eastern National Meet in Reading, PA, as part of a multicar NVRG caravan. The drive up to Reading on secondary roads in Maryland and Pennsylvania was great and uneventful although the engine was using more oil than I realized and it ran pretty low at one point, but probably not enough to do any damage. I thought. However, on the trip back, I heard some strange metallic sounds for a few seconds when a small chunk of the number three piston (aluminum) broke off, banging into the head and top of the piston and scoring the cylinder wall before exiting the cylinder through the exhaust valve. I noticed a bit of power loss after that but the engine continued to run smoothly, so I drove it home, making sure that it didn't run low on oil again. A couple of days later, I pulled the right hand head to ascertain what had happened and decided I couldn't run the car again until the engine was rebuilt. That never happened since we had acquired a second '35 3-Window a couple of years earlier and

that one, plus a '35 Cabriolet and a '39 Woodie which came along later, got my attention while Coupe #1 waited patiently for way too many years!

While selling this car was the right thing for me to do at this time, I must admit to having some mixed feelings as I helped load it onto Allen's trailer and then watched it being hauled away. However, I'm confident that it will continue on pretty much as Henry made it, since the new owner intends to fix it up as necessary to make it a nice reliable driver, which is really what I was hoping for when I first started thinking about selling it. He's already in the process of repairing rust damage in the floor pans and frame, which is something I had always wanted to do!

I plan to keep in touch with Steve and to follow his progress in getting the car back on the road. All in all, I feel pretty fortunate to not only have sold my Coupe #1 to someone who will appreciate and use it as an essentially stock Ford V-8, but also to have made a new V-8 friend!



UPDATE

Oil Leak Fixed! Part II

By Bill Simons, A.K.A. Mr. Torque

After re-installing the engine and connecting all the necessary components I took the '34 for a short spin around the neighborhood and... NO OIL LEAK. Apparently the cracked oil pump gear drive cover was the culprit.

(Note: '34 Tudor Oil Leak Fixed! [Maybe] appeared in the February 2019 Valve Clatter.)

EMAIL BAG

NVRG member Clem Clement was featured in the January 2019 issue of *The Cane Toad Express*, the official journal of the Australian Model Railway Association of Queensland (Australia). How could this possibly have come about? All thanks to Trevor Poulsen, of Brisbane, who attended the Early Ford V-8 Grand Nationals in Dearborn in 2018 and befriended David Gunnarson and Clem in his travels. Trevor reached out to Dave for assistance in tracking down Clem. Here's the story, with a bit of background provided by both Dave and Clem.

Dave's story:

I was heading to Australia in late 2016 and recalled how Ken Burns had been in contact with Trevor regarding Woodie parts to help fellow member Colin Spong with his WW2 Canadian-built military Woodie. I contacted Trevor and made arrangements to visit with him at the end of my trip (see the February 2017 Valve Clatter for the full story). Trevor and his lovely wife Pam hosted me in marvelous fashion for a few days in which I even took the wheel of his '34 Phaeton for a few white knuckle blocks on the wrong side of the road (so was the steering wheel and left-hand shifter). Trevor and Pam came to the U.S. last year and went to the Grand National Meet in Dearborn. I was able to reciprocate and hosted Trevor and Pam for a few days to see the sights of Washington, including Clem's trains and garage. It's fun to look back on all of the fun and interesting connections it's possible to have through this club!

Clem's story:

Dave introduced me to Trevor at Hershey. He stopped by our booth and later we all had dinner with the EV-8 gang. We chatted about this and that about down-under folks.

After we returned home from Hershey, Trevor visited Dave and Dave arranged for a visit to my abode. I showed Trevor the train room and he thought I needed more trains. We sat in old cars in the garage and had a fine time together. The absolute best part of these hobbies is the fun people we get to meet and greet from around the world. Trevor closed the loop by looking me up on Google

and we find I'm famous down under. How about that!

Email sent from Trevor to Dave:

-----Original Message-----

From: Trevor

Sent: Sunday, February 17, 2019 6:43 PM

To: David & Sarah Gunnarson

Subject: Train Newsletter

Hi David, How are you, hope that the really bad weather has left. Over here, the weather is cooling down which is great. I have a friend that collects model cars and model trains and is the Editor for his model train clubs newsletter. I told him about Clem's fabulous collection and he researched it and did this write up.

As I don't have Clem's email address, I thought that he would like to read this newsletter. Can you please pass it onto him.

Regards, Trevor

Post-article email from Trevor back to Clem:

-----Original Message-----

From: Trevor

Sent: Monday, February 18, 2019 7:26 PM

To: Clem Clements - Virginia

Subject: Newsletter

Hi Clem, It was lovely meeting you last year. Glad that you liked the story in the local Model Train Magazine. Regarding cars, these are my cars.

I have owned the blue '34 for 50 years now, and the green one for 49 years. The red '36 Phaeton was purchased back in 1970, and is still waiting restoration. Started on it, but others things cropped up and it was sidelined. My brother bought the '56 Merc in California back in 1988.

I have just had the 312 Y Block done up. The '67 Park Lane Convertible was purchased back in 2012.

As you can see, I am a Ford man and love American cars.

Regards, Trevor

The article appears on VC pages 10 and 11.

MODEL RAILWAYS OF THE WORLD

The World of Clem & Sandy Clement

(Idea for article and photos courtesy of Trevor Poulsen, a local Brisbane based Ford V8 aficionado and Valve Clatter, the official magazine of the North Virginia Chapter of the Early Ford V8 Club of America)

Clem Clements is a retired metallurgist who served in the USAF which included two tours of Vietnam and chasing hurricanes. Clem is an Antique car owner as well as having a rather large collection of mainly Ives and Lionel O gauge trains. His real cars include a 1928 Model A Ford phaeton in pieces, a 1929 Packard 633 seven passenger touring, a 1930 Model A Ford Cabriolet, a 1931 La France Republic truck, a 1939 Ford Truck and a 1964 1/2 Mustang convertible



In 2016 Trevor and Pam Poulsen from Moorooka did a driving tour of the United States and caught up with their friends in the Early Ford V8 Club of America in North Virginia and took these photos of Clem and his collection, which he is supposedly thinning down!

This interesting interview with Clem is to be found on the *Tinplate Times Profile* website

Tinplate Times: Clem, tell us about yourself and your background.

Clem Clement: After graduation from George School, I attended Stevens Institute of Technology with a major in metallurgy. I worked briefly for North American Aviation as a research metallurgist on the B-70 aircraft and then joined the Air Force. My career in the Air Force took me over the world and included doing hurricane hunting, weather checks for 10 nuclear bomb detonations over Christmas Island, two tours in Vietnam, and a stint with the Secretary of Defence's Office at the Pentagon. After the military, I worked a while for RCA and another 7 years with a non-profit Communications association. My wife Sandy and I have 5 children and 5 grandchildren. I'm retired now, however, I consult on proposal preparation from time to time. I split my time now between the family, antique cars, and collecting trains.



Tinplate Times: Tell us about your toy train affiliations.

Clem Clement: I started with trains in 1941. I'm a member of the TCA since 1964. In fact, I was just elected President of the TCA's Eastern Division. I'm also a member of the IVES society.

Tinplate Times: Which toy train books have you co-authored or acted as a consultant on

Clem Clement: I was assistant editor on the Greenberg IVES Standard gauge book (Vol. I), contributor on the Lionel Standard and O gauges books, IVES O gauge, and several price guides as well.

Tinplate Times: What was your first toy train set?

Clem Clement: It is a Lionel set #859B. I still have it. (O gauge: 227 locomotive; 2227B tender; 2812X gondola; 2758 automobile car; 2757X caboose - Ed.)

Tinplate Times: Do you have a layout now?

Clem Clement: Yes. Some of the boards and piers are the same ones I used in 1951 *Tinplate Times:* Have you always had a layout as an adult?

Clem Clement: No. Not during my military career. The current layout was built in our train room over the garage in 1995. You have to have something over the antique car garage!

Tinplate Times: What tinplate do you enjoy collecting the most?

Clem Clement: IVES

Tinplate Times: What trains or sets do you enjoy operating the most?

Clem Clement: The layout is multi-gauge with seven loops. I enjoy operating standard gauge the most.

Tinplate Times: If you could keep only one toy train from your collection what would it be?

Clem Clement: The #8 set my Daddy got me in 1948.

Tinplate Times: What tinplate train or set that you don't own would you like to have the most?

Clem Clement: The National Limited or other transition IVES sets or pieces.

Tinplate Times: Are you still adding to your collection?

Clem Clement: Yes

Tinplate Times: Where do you find interesting new trains?

Clem Clement: Everywhere. York is my primary source now, but occasionally trains walk in the door. I have taken an interest in homemade standard gauge trains. I find that the quality varies from early "beer can" to masterpieces of workmanship. I like trains built during the depression era or during W.W.II You can see by



the parts used and the subject modelled, that the builder, perhaps retired "uncle Harry," modelled the trains that went by their house or that were missing or broken from their set. For instance, I have several coal tenders made from the leftovers of an IVES or Lionel pot metal tender that crumbled.

"One day I sez to myself, I wonder how many versions of Shell tank cars there are? Why did I do that dumbness? I have corralled over 470 - all different and I'm still finding them. My favourites include one with a factory handmade ladder, another with a gear for the cap, and one made from a rooty-toot."

Tinplate Times: Do you buy and sell on EBAY?

Clem Clement: No

Tinplate Times: What do you think of the future of collecting old toy tin trains?

Clem Clement: The future is very bright. There is a significant increase in numbers of those who run the old trains. I do see some shelf pieces coming down and back on the track. The trend to build more layouts is so exciting. With new track and better switches being offered by the industry, it is much easier to run trains again. With all the books Bruce Greenberg and others prepared, the general knowledge of train types and rareness is easily obtainable. The really rare stuff will remain so and move from collection to collection as collectors mature. The infinitesimal variations that we all once knew about, may fade some in the average mind, i.e., when did IVES start using sliding doors in their passengers cars or what year the 186 observation car had only one chair on the observation platform. There will always be a certain charm about trains and their desirability will continue. The new reproduction tinplate will find its rightful place in collectors' hearts. With many members restoring trains, I am still surprised at all the trains that show up in the lesser conditions. I do think this will decrease as repainting continues.

Tinplate Times: Do you think tinplate collecting and operating will still be around 50 or 100 years from now?

Clem Clement: Sure! We see today kids buying steamers who have never seen a real one. Why is that? The magic of trains, I believe.

Tinplate Times: Thank you, Clem.

Clem Clement and one of his latest projects, a caboose made from an old chrome plated toaster!

<https://www.tinplatetimes.com/profiles/clem/clem.htm>



NORTHERN VIRGINIA REGIONAL GROUP OF THE EARLY FORD V-8 CLUB 2019 BUDGET SUMMARY

INCOME

Membership Dues	\$2,625.00
Membership Meeting (50/50)	\$200.00
Publications (Calendar, VC Advertising)	\$2,100.00
Events (Fairfax Car Show, Holiday Party, Picnic, Tours)	\$4,400.00

TOTAL INCOME \$9,325.00

EXPENSES

Membership Meetings	\$1,200.00
Publications (Newsletter, Membership Directory, Calendar)	\$2,887.00
Events (Fairfax Car Show, Tours, Picnic, Holiday Party)	\$4,750.00
Miscellaneous	\$400.00

TOTAL EXPENSES \$9,237.00

INCOME/(LOSS) FOR THE PERIOD \$88.00

DAVID M. BLUM

January 30, 2019

INDEPENDENT AUDITOR'S REPORT

The Board of Directors
Northern Virginia Regional Group
Early Ford V8 Club of America

I have audited the statement of operations for the period of January 1, 2018 to December 31, 2018 of the Northern Virginia Regional Group, Early Ford V8 Club of America.

I conducted the audit in accordance with generally accepted auditing standards. Those standards require that I perform the audit to obtain reasonable assurance about whether that Statement of Operations is free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the Statement of Operations. An audit also includes assessing the accounting principles used and significant estimates made by Management, as well as evaluating the overall financial presentation. I believe that this audit provides a reasonable basis for my opinion.

In my opinion, the Statement of Operations referred to above presents fairly, in all material respects, the operation of the Northern Virginia Regional Group, Early Ford V8 Club of America as of December 31, 2018.

David M. Blum



We Make House Calls!

Dave Harman, owner, and Rim Vining, have both been active mechanics for most of their lives and have been working together exclusively on Classic Cars as a team for over twelve years with many nationally ranked projects to their credit, including a '41 Ford Deluxe Convertible and a '53 Jaguar Drop Head Coupe.

In 2014, Dave and Rim opened Classic Car Solutions and took on a niche in the industry few have tried. They make house calls! Yep, they come to you.

There is not a full-service mobile mechanic operation but rather an opportunity to have an expert help you jumpstart your project. Sometimes all you need is a little help or direction to keep your project moving or you may need someone to take on a complete restoration. Classic Car Solutions has the skill, the resources, and the commitment to get you on the road. It is all about driving these cars.

Dave and Rim hope to hear from you and thank you for supporting the hobby.

Classic Car Solutions

Stafford, Virginia

Tel: 540-273-7518

Web: classiccarsolutions.net

Email: info@classiccarsolutions.net

A message from the Communications of the national Early Ford V-8 Foundation Museum.



The [Early Ford V-8 Foundation Museum](http://fordv8foundation.org/), in Auburn, Indiana, has accomplished a great deal in the past year.

- We went from 8,000 square feet to over 27,000;
- We built a portrayal of the iconic Ford Rotunda
- We've added several vehicles with many more coming
- We're developing displays to highlight the 1932-1953 Ford V-8 era, including not only vehicles, but also Industrial and Agricultural applications, service equipment, dealership signage, a vintage Ford speed display, a Gift Shop with hundreds of unique items, a Research Library which is growing every day, and much more.

The V-8 Museum the site of the 2019 Central National Meet hosted by Ohio's Regional Group 141 and Indiana's Regional Groups 56 and 169.

We want to remind all regional group members about our website and encourage everyone to visit it to see what the Early Ford V-8 Foundation Museum is all about.

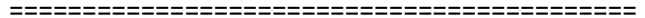
As usual, we appreciate the tremendous ongoing Regional Group support we receive. This is YOUR Museum and we're working hard to make it a true destination and bring national recognition to it.

Regards,

Frank Scheidt
Communications Director

The Early Ford V-8 Foundation Website:

<http://fordv8foundation.org/>



The male four-door sedan gently nudges a female three-window coupe as part of its mating ritual



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



1934 Ford 5-window Coupe: Restored early 1980s, no rust ever on body, fiberglass fenders, hydraulic brakes, Mitchell overdrive, 85-HP V-8. Looks good, runs well. \$29,900. For info, call **Mike Mote**, 703-625-9467. (03/19)



1947 Ford 1.5 Ton Truck: Restoration recently completed. Frame has been stretched by 20" to give a wheelbase of approximately 178". Wooden bed is 12' long and has enclosed sides with a tailgate. Has a Rebuilt Dennis Carpenter engine, LeBaron Bonnie interior, and all new wiring, glass, and gaskets. Four-speed transmission with Eaton 2-speed rear axle. Electrical system converted to 12-volt negative ground (can use modern accessories). Right-hand tail light added (originally only had left tail light). Turn signals added. Period and period correct Ford

heater. NOS front fenders, running boards, head light rims, parking light rims, and door handles. Equipped with Waldron stainless steel exhaust system. Rear view mirrors are correct (shaky) original style. Also comes with original fenders, running boards, and 2+ spare engines worth of parts. Has a clear MD title and can supply notarized bill of sale. Located in Monrovia, MD. Asking \$15,000 (or good offer). **Luke Chaplin**, 4016 Lynn Burke Rd., Monrovia, MD, 21770, 301-865-5753, lukechaplin@comcast.net. (1/19)



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: raven black exterior; automatic transmission; hardtop; 62k 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. (11/18)



1946 or 47 Ford Pickup: Our British member Colin Spong found this pickup in Luray; for sale for \$1500. No title, seems complete but rusty. Might be of interest 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. **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 engine, side curtains. \$47,500. **Bill O'Donnell**, West Friendship, MD, 410-489-9421. (10/18)



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

Lincoln Cylinder Heads for 337 c.i. engine from a late 1940s F-7 truck. One pair. \$50. Call **Jason Javaras**, 540-786-5819. (03/19)



1941 Ford Radiator. Very good condition. \$100. Contact **Cliff Green** at dcliftongreen@gmail.com or 703-426-2662. (03/19)



1939-41 Ford Rebuilt Generator. Never used, \$130 (cost). Contact **Cliff Green** at 703-426-2662 or dcliftongreen@gmail.com. (03/19)



Offering a lot sale of all my Model T tools. Three coils, plus an expanding running board luggage rack. Email me for pictures and a list. **Dave Henderson**, jrdshen@verizon.net. (03/19)



Garage Corner Wheel Guards. Four cast iron wheel guards - \$40 or best offer. 22" tall. Probably from the 1940s or 1950s. Two perfect. One has part missing on top, one has two pieces missing on the rear sides, but all are still functional. Wheel Guards are 3/4 round castings manufactured to be installed at garage door type entrances or outside corners of buildings. They provide protection from impact of vehicles that may be entering or traveling very close to these areas of the building. Anchor holes are furnished in the guards for bolting directly to the building. **Dave Gunnarson**, 703-628-4559. (03/19)



Black and Decker Valve Grinding Machine, \$150. **Steve Groves**, 301-530-7411 before 9:00 PM. (2/19)



1951 Ford NOS Headlight Switch, including the bezel. \$50. Call **Bill Simons** at 202-776-5030. (2/19)



1934 Front Seat Cover for Ford Roadster or Pickup. New LeBaron-Bonney cover still in box. \$300 (cost \$600 new from LB). Call **Bill Simons**, 202-776-5030. (2/19)



Ford front bumper-mounted grill protector with Ford logo. Believed to fit a 1940 Ford but not certain. Photo is of a similar one on Clem's 1940 Merc. His says "Mercury" and this one is stamped with the script "Ford." Contact Clem for details and exact measurements. \$50. **Clem Clement** at clem.clement@cox.net. (2/19)



Shocks: Used, clean, fluid full: 1939 rear pair (weak) \$80; 1939 left front \$50; 1946 right front \$50 (base modified for '39 size as well); 1946 set of four, \$200; 1933-34 pair, \$100. Contact **Clem Clement** at clem.clement@cox.net. (2/19)



1949-51 Ford Radiator. Has been recored and is in excellent condition. \$100. Call **Bill Simons** at 202-776-5030. (2/19)



1939 Ford pickup used radiator. Frame Okay. I suspect radiator could use a rodding. \$100. **Clem Clement** at clem.clement@cox.net or 703-830-5597. (1/19)



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)



1949-53 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)

PARTS & ACCESSORIES WANTED

1933-34 Ford rear end wanted. Call **Mike Kirken-dall**, 325-280-6052. (03/19)



1939 Ford Pickup BED wanted. Complete bed assembly needed. If you have a bed, or parts of one, call Long Island Club member **George Vitaliano** at 914-664-5040 or email his wife Nancy at nancyvitaliano@icloud.com. (1/19)

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)

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)

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

Mechanics Storage Cabinet. Free to the first person. A gray metal storage cabinet 64" tall, 30" wide, 18" deep. One side has space for hanging clothes and storing shoes. The other side has 3 shelves and 2 filing cabinet doors. **Dave Gunnarson**, 703-628-4559. (03/19)



Free - Pair of Water Pumps for a 1951 Ford 8BA 239ci V-8. I replaced them thinking they were part of a heating problem. It proved otherwise after I had installed new ones, so these are now a good spare set. Yours for the taking if you can come get them in Front Royal. These would be good for cores to trade in to Skip Haney for a rebuilt pair. Call **Al Edwards** at 703-408-8372. (2/19)



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)

NEW MEMBER WELCOME

Welcome!

By Gay Harrington

On behalf of our club, I'd like to welcome our newest NVRG members, Paul L. Day and Polly L. Belford of Staunton, VA. Paul and Polly just joined the NVRG in 2019, although Paul says he used to live in MD and was a member five years ago or more, and is now returning. They own a 1937 Ford pickup truck and a 1949 Ford pickup truck.

FROM THE CLASSIFIED ARCHIVES

I was checking out old Valve Clatter issues and came across the Classified Ads in the September 1982 issue. I thought other NVRG members would appreciate seeing the amazing deals could be had 35 years ago. — Dave Gunnarson



Classified

Wanted: Va. motorcycle tags, 41, 48, & 38 , call Nick 938 7231.

For Sale: 32 Ford Phaeton, Inside storage since new, has not run since parked in 1950. Once owned by Elvis Presley, has original Elvis Presley guitar in back seat. Horn plays " You aint nothin' but a hound dog" This was Elvis' personal car before he went in the Army, Title signed by Elvis. First time offered, car is worth \$50,000, will sacrifice for \$49,950.00 or trade for Albino Mink Farm. Write: R.U. Serious, c/o Heartbreak Hotel, Box 1812, Memphis Tenn.

For Sale: 32 Ford Phaeton, ex- gangster car, only used during last year of prohibition. Has optional V-21 engine and factory C.B. radio-very rare options for 1932. Has hole in rear window, probably from shootout with Elliot Ness. Has been in South America on bannana plantation, Have very badly faded picture showing genuine gangster standing next to car. Gangster has cigar in mouth. Can document. Takes a trophy everywhere it goes. Has original purple Inron paint job. Drive anywhere Write: Juan Valdez and Son, c/o Coffee Bean Mountain Columbia, South America.



NVRG 2019 Calendar



March	
9	Chesapeake Region AACA Swap Meet – Howard County Fairgrounds, Route 144, West Friendship, MD. 7am to 3pm.
9	Mason Dixon Gas Swap Meet – Gas, Oil, Automotive and Advertising Swap Meet , Frederick County Fair Grounds, Frederick, MD. Doors open 7am.
12	Membership Meeting – 7pm – Nottaway Park. Program: Bonneville Speed Week, by Warren Barbee – Refreshments: Jim McDaniel
13	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.
22-23	Sugarloaf Mountain Region AACA – 49th Annual Auto Parts Swap Meet – Carroll County AG Center, 706 Agriculture Center Dr., Westminster, MD. (See next page for details.)
26	NVRG Board of Directors Meeting – Red, Hot, & Blue (Graceland Rm.), 4150 Chain Bridge Rd. (Rt. 123), Fairfax, VA 22030. Dinner at 6:30; meeting at 7:30. All are welcome to attend.
30	NVRG Garage Tour to Hume, VA – See the personal collection of Jim Walker, owner of Classic Automotive, Inc., of Manassas Park, Va. (See next page for details.)
April	
9	Membership Meeting – 7pm – Nottaway Park. Program: Ford Fairs of the Flathead Era, presenter Dave Gunnarson – Refreshments: Andy Koerner
10	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 Annual Spring Poker Run – This year’s run takes place in the beautiful Virginia countryside. Save the date and have your V-8 ready to go for this very popular fun-filled tour. Full details will appear in the April Valve Clatter.
30	NVRG Board of Directors Meeting – Red, Hot, & Blue (Graceland Rm.), 4150 Chain Bridge Rd. (Rt. 123), Fairfax, VA 22030. Dinner at 6:30; meeting at 7:30. All are welcome to attend.
May	
8	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 .
11	Apple Blossom Car Meet and Flea Market – Jim Barnett Park, Winchester, VA.
14	Membership Meeting – 7pm – Nottaway Park. Program: Egypt Travelogue, presenter Bill Simons – Refreshments: Dave Henderson
18	Fairfax Car Show – Details to follow.
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
28	NVRG Board of Directors Meeting – Red, Hot, & Blue (Graceland Rm.), 4150 Chain Bridge Rd. (Rt. 123), Fairfax, VA 22030. Dinner at 6:30; meeting at 7:30. All are welcome to attend.

MARCH EVENTS FAST APPROACHING!

[Sugarloaf Mountain Region AACA – 49th Annual Antique Auto Swap Meet](#)

March 22–23, at the Carroll County Agricultural Center & Shipley Arena, in Westminster, MD.

Don't miss this annual Rite of Spring!

Meet at Fair Oaks on Saturday, March 23, at 7:00 a.m. to carpool up to Westminster.

Contact Hank Dubois at 703-476-6919 or via email at handcdubois@verizon.net for more information.



Lookers and buyers at the 2018 event.

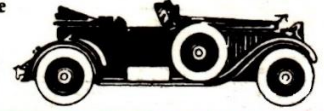
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Fax (703) 361-7116



March 30 – NVRG Garage Tour to Hume, VA, to see the personal collection of Jim Walker, owner of Classic Automotive, Inc., of Manassas Park, VA. Jim has a wide-ranging collection of award-winning vehicles covering a variety of makes, models, and years, all in a 12,000 sq. ft. building. After viewing Jim's collection, we will have lunch at a TBD restaurant.

Meet at Fair Oaks at 9:00 a.m. to caravan out to Hume.

Contact Hank Dubois at 703-476-6919 or via email at handcdubois@verizon.net for more information.

Down the Road



June 16 – Annual Father's Day Car Show at Sully Plantation
August 24–27 – 2019 Central National Meet in Auburn, IN

Keep the calendar handy for fun events coming your way every month!

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	john@ryanweb.com
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

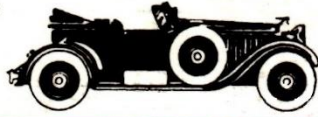
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Wayne R. Judd
President/ASE Master Technician

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703-281-7506

ptautoexperts.com
ptautoexperts@aol.com

NVRG Car of the Month
Jim Nice « 1951 Victoria



FIRST CLASS MAIL

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