



[www.nvrg.org](http://www.nvrg.org)

# Value Clatter

*Early Ford V-8 Club of America*



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

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*Stephanie Beavers - Editor*

## Garage Tour 2019 - Spectacular!

By Cliff Green, with photos by Dave Gunnarson and Cliff Green



We are fortunate to have members who own vintage car collections and who are willing to open up their garages for a tour. Steve Pieper, Nick Arrington, Bill Potter, Keith Randall, Steve Zimmerli, and Bill Lightfoot come to mind. And now new member Jim Walker is added to the list to wow the curious V-8'ers. Forty folks witnessed an eclectic assembly of vintage cars and trucks inside a huge 12,000-square-foot Butler building measuring 80' x 150'!

Hank Dubois organized the tour and led the main body of members from the usual gathering spot at Fair Oaks Mall out to Hume, Virginia (West of Marshall). It was a beautiful spring day conducive to V-8 touring, but only a token of vintage cars participated. We have to commend the following who exercised their vehicles: Dave Blum, Leo Cummings, Hank Dubois, Cliff Green, Nick Arrington, Benny Leonard, Jim Baker, Jim Cross, Al Edwards, and first-timer Dave Skiles. (Honorable mention to the Friends in their newly acquired Volvo P1800 Coupe.)

The entrance driveway to Jim's property was impressive as it wound through the woods, and I wondered how the gravel road was maintained in such good condition. Not to worry, as Jim has a fleet of vehicles to do the job. The approach to the building heightened our excitement as to its contents. This was a BIG structure!

# *Up Front with the President May 2019*



It's a bit weird how one event or experience can trigger images and thoughts about a very peripheral, although not entirely unrelated, event or situation. In mid-April, the huge, devastating fire that engulfed Notre-Dame Cathedral in Paris was front page news for a couple of days. (Fortunately, the cathedral was vacant and no one was injured.) This cathedral has a unique historical, cultural, architectural, and religious significance for the French people – and for many others from around the world who have visited or worshiped there. I am fortunate to have experienced Notre-Dame several times myself. After the initial shock and sadness about Notre-Dame subsided a bit, a broader thought began to sink in: things we cherish, even things that seem permanent and well cared for, can be severely damaged or destroyed through accident, fire, acts of God, etc.

Our early Ford vehicles are potentially vulnerable to many hidden dangers, fire among them. The Notre-Dame tragedy has gotten me focused on fire prevention in my garage. I've been taking inventory of solvents, other flammable chemicals, paints, oily rags, etc., and isolating them. The electrical system has a couple of issues that need to be addressed. My fire extinguishers and smoke alarm need to be checked. Previously, my main danger-mitigation focus was on preventing mice from entering and chewing on stuff. Now, it's on fire. I hope our entire early V-8 community is well protected against fire.

At our next monthly membership meeting on Tuesday, May 14, Bill Simons will treat us to a vicarious trip down the Nile River in an "Egypt Travelogue" based on Bill and Liz Simons's trip this past November. This program will be of interest to spouses in addition to the usual attendees. I look forward to seeing everyone there.

Best V-8 wishes to everyone,

*John*

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

**Garage Tour, cont'd.**

Jim is the owner of Classic Automotive, Inc. in Manassas Park ([classicautomotive-inc.com](http://classicautomotive-inc.com)). Classic Automotive, Inc. has been providing collision and custom paint work, routine maintenance and full service repairs, plus complete towing services for 40 years.



Entrance to the facility was through a small office where memorabilia and a collection of model cars were on display. Our impression at the first look of the interior was "Wow! We are behind in our collecting!" Where to look! But first to the coffee and donuts – Jim's treat!!

The following is a collection of my impressions:

An interesting C-Cab truck was a 1926 AB Mac with a flathead V-8 engine. It had two transmissions: the original in the rear for the chain drive and a Ford three-speed behind the block. This was unrestored.



**1926 Mac "C" cab**

I liked a 1965 green and white F250 Lariat Camper Special body mounted on a 1986 4x4 chassis with a 7.3 Ford diesel engine! It looked stock.



**1965 F250 4x4 diesel**

One car that caught my eye was a 1941 white Lincoln Zephyr limo with a beautiful interior that Jim had installed. The hood, which was not open, would have revealed a Corvette engine and four-speed automatic. Again, this car had a stock appearance.



**1941 Lincoln limo hot rod**

Another Lincoln that attracted a lot of attention was a 1942 Zephyr coupe (last year for coupes) with a 1947 grill. Beautifully restored black with correct interior, but with a 1953 Cadillac engine with over-drive. Jim still has the V-12, which can be replaced, since nothing was altered.



**1942 Lincoln Zephyr hot rod**

Other old trucks included a 1928 Brockway and a 1925 Brockway Junior, both unrestored, plus many others behind huge Mac trucks of various vintages.



1925 Brockway with Cliff Green

Our tour leader, Hank Dubois, had his namesake on a Fire truck from the VFD in Dubois, PA. This beauty was complete even with fireman's boots and all the accessories. Our resident fire truck collector, Joe Freund, gave us a walk around explaining all the features of this Mac with a "Thermodyne engine" that powered these fire trucks from 1953–66.



Hank's fire truck

One favorite Jim Walker pointed out was a 1955 Mac DCR wrecker – a B model converted to an R. This is a very rare truck, according to the owner.

Many observant V-8'ers noticed the Houdaille shocks on a 1964 Mac! This same design floats our cars up until 1948. Jim thought these shocks continued on Macs into the late '60s. Questioned about its capabilities, Jim said "The truck drivers were not concerned about the ride." Bill Selley points it out!



Bill Selley points to shock

We also inspected a 1947 Lincoln Continental convertible, a Pierce Arrow sedan, Corvettes, Mustangs, a 1947 Ford Convertible less engine and front clip that Jim bought 30 years ago, and others too numerous to mention. This was just a mind-boggling display of everything automotive – including a complete machine shop!

It was nice to see the nine ladies who came along knowing that the viewing was not their favorite thing. Hopefully, they enjoyed the ride in the country and the delightful lunch in Marshall attended by 29 souls.



Good-natured ladies

Hank Dubois adds:

We were about a half-hour late for our reservation at Foster's Grille, but our loong table (15 seats on each side) was still reserved and everyone placed their orders as they came in so there wasn't a lot of waiting for food to be ready. We got very good service and it turned out to be a good place for us to have lunch. The V-8s got quite a bit of attention

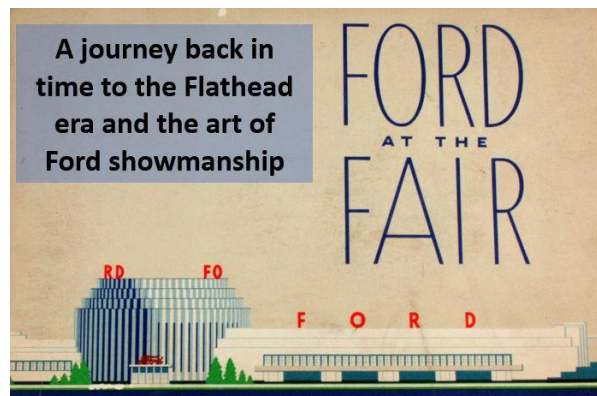
from people walking around outside in the parking area. On departing, some, like Jim and Edna Cross, drove directly home, some went back via I-66, and three of us (Leo Cummings, Dave Skiles, and myself) chose the route “less traveled,” i.e., Route 55 and Route 29.

Thanks to Jim Walker and his son Brian for hosting a memorable outing and for sponsoring an ad in the Valve Clatter plus a trophy for our car show!



Great turnout!

#### APRIL MEMBERSHIP MEETING PRESENTATION



#### Ford At The Fairs

by Dave Gunnarson

The following is a shorter version of my presentation at the April NVRG Membership meeting.

As a relatively young Henry Ford explored the myriad exhibits at the 1893 Columbian Exhibition World’s Fair in Chicago, one left a lasting impression which provided a fundamental principle for his later successful advertising endeavors. He was fascinated

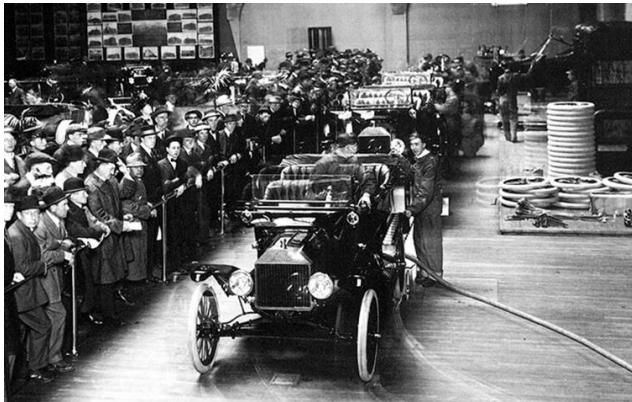
by the Daimler exhibit featuring a two-cylinder gasoline engine driving a fire pump which lifted water over two stories in a dynamic and lively demonstration of the power of their engine. Not only was Ford fascinated with the engine, he noticed this dynamic exhibit, compared to the mostly static displays typical of the era, also drew large crowds eager to observe the action. Ford realized that dynamic displays are a way to attract attention and raise awareness. This set the stage for Ford’s future engagements with later World’s Fairs and other exhibitions when the automaker has his own product to promote.

In the latter part of the nineteenth century and the first part of the twentieth century, “World Fairs” and “Expositions” were rather popular events. It was a time when exquisite buildings were erected to showcase the world’s latest inventions and companies’ latest wares. Many countries set up exhibits to promote their cultural heritage and whatever else countries may want to brag about. The announcement of the Panama Canal project in 1904 started the City of San Francisco bid for a World’s Fair timed close to the opening of the canal in 1914. The fair took on added significance as it helped spur the redevelopment of San Francisco after the 1906 earthquake. By the time of the Panama-Pacific Exposition’s opening, the city was mostly reconstructed and, not only was the city ready to receive the anticipated additional shipping traffic the canal promised to create, it provided a way to show the world it had recovered. Ford was one of many exhibitors in 1915 and he decided to create a small version of his moving assembly line as his primary display.

Among the elaborate exhibits were three prepared by the Ford Motor Company. A “sociological” exhibit depicting the improved living conditions in Detroit as a result of the company’s profit-sharing plan was displayed in the Palace of Mines. A Ford-produced film on improved factory working conditions was shown in the Palace of Education. And in the Palace of Transportation, Ford set up its most popular exhibit—an assembly line. It was also the most popular exhibit at the exposition, receiving the three highest awards: Grand Prize, Medal of Honor, and Gold Medal.

Thousands of spectators came daily to watch the final assembly of eighteen cars each day. The assembly line, operated by a chain pulling the vehicles over a narrow gauge track, started with the rear axle and workers proceeded to add to it as it passed through

different stations until the car was complete. After the cars were driven off the end of the assembly line, spectators could take a ride around the exposition grounds in the new flivver for a dime. Both Henry and Edsel Ford attended the exposition, as did the Ford Motor Company Band. Edsel drove a new 1915 Model T from Detroit to San Francisco over the newly opened Lincoln Highway. Henry Ford and Thomas Edison arrived in October so see the displays first-hand.



A total of 4,338 vehicles, mostly Open Touring variety with a handful of Taxi models, all affixed with a special commemorative brass plaque indicating their place of manufacture. These were sold to fairgoers, distributed to local dealers with the remainder shipped to the Orient.

The show was an unqualified success and raised his profile on the worlds stage. While the success of the Model T took Ford to unprecedented heights of fame and fortune, the 1920s also included a few troubles for Ford and his reputation. His anti-Semitic views, the rise in the features of competitors' autos provided while Ford stuck with the increasingly antiquated Model T, his profession that "history is bunk," and other legal troubles created many distractions. The shutdown of production for the conversion to the Model A and again in for the V-8 era caused large disruptions in the dealer network.

Such was the case in the early 1930s when the next major World's Fair for the United States was planned again for Chicago in 1933: The Century of Progress celebrating Chicago's 100<sup>th</sup> anniversary. While Ford used a variety of local county fairs, publications, and other means of promotion in the 1920s and early 1930s, especially for the introduction of the 1932 V-8s, a distracted Henry Ford was unable to focus on the decision to attend in Chicago. When the fair organizers gave a final call, Henry was

interested. One of the rules of World's Fairs was that all exhibits had to be unique, and General Motors had already signed on early and included a vehicle assembly line. Henry considered this idea to be his alone based on the 1915 San Francisco experience, and when he heard he could not have an assembly line, he adamantly refused to be an exhibitor and thus Ford did not attend the 1933 Chicago Century of Progress.

Later in 1933, perhaps recognizing how popular the Chicago World's Fair had become, with almost 28 million attendees and not a Ford car to be seen there, Ford decided to hold an exhibition in Detroit called "Thirty Years of Progress," celebrating the first 30 years of the Ford Motor Company. This exhibition was open to the public free of charge and focused on how Ford transformed materials found in nature into a modern automobile. Over 1.2 million people visited during the short 10-day-long show. Ford decided to move most of the show from Detroit to New York City for a 3-week period in December 1933 which coincided with the unveiling of the 1934 model year cars. Both exhibitions acknowledged and featured a number of Ford's network of over 2,000 supplier companies. Exhibits by Kelsey Hayes wheels, Budd, and a host of others featured parts being manufactured and then sent to various Ford factories for use in the assembly line.



The Chicago World's Fair was held over for a second year and, with the deadline for participation in the 1934, Edsel finally convinced Henry to participate. Henry went all in.

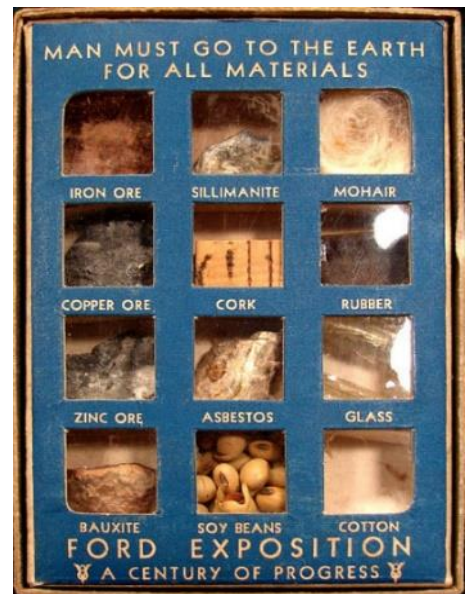
He wanted the best and biggest exhibit. Ford procured a large parcel of land in the fairgrounds and created an unparalleled rolled exhibit with multiple manufacturing exhibits, a history of transportation and Roads of the World where Fair-goers could ride in a new 1934 Ford while viewing recreated segments of historic roads.



Henry and Edsel Ford flank Rufus Dawes, head of the Chicago World's Fair, in Detroit in February 1934.

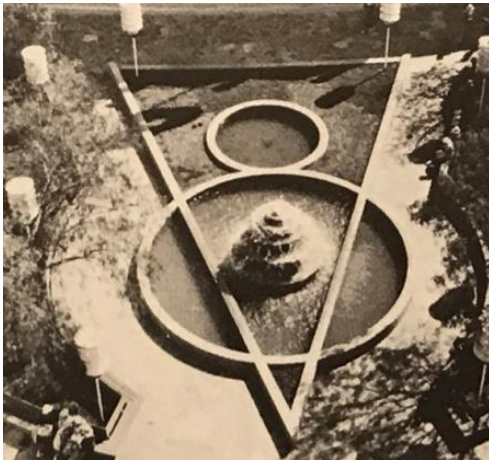


Featured exhibits included a rotating globe showing where materials from the earth are transformed into car parts. Ford souvenirs included a token, wood-grained tray, rotunda salt and pepper shaker set, and a box of sample minerals.

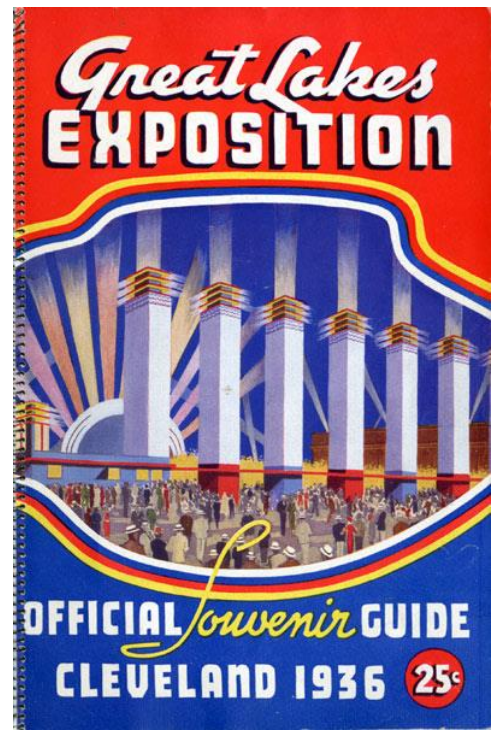


While the Chicago Fair was still ongoing, Ford launched planning for another impressive exhibit at the 1935 California-Pacific International Exhibition in San Diego, California, located in Balboa Park. The Ford exhibit included a rotunda-like building featuring a large V-8 fountain and roads of the world.





Similar displays as provided for the Chicago Fair provided visitors with views of the progress of transportation over time and manufacturing exhibits. A souvenir coin, gearshift knob, and rubber 1935 Ford cars (produced by Firestone) were some of the keepsakes, and future collectible items, available to fairgoers.



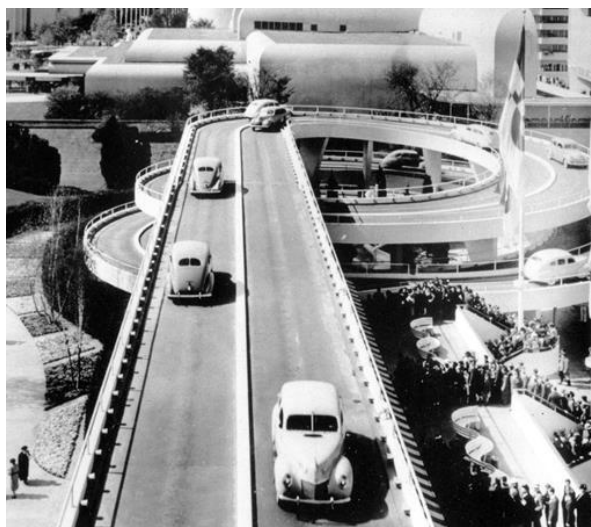
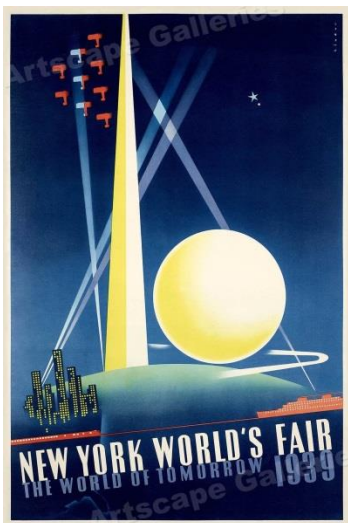
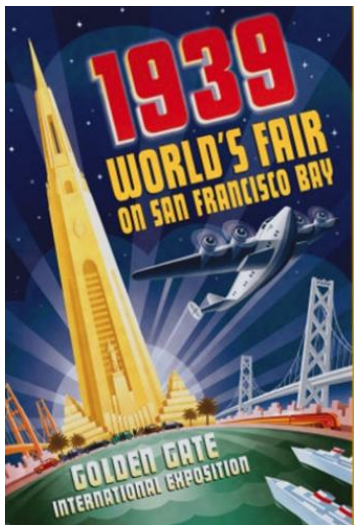
Ford continued to participate in several other events including the 1936 Great Lakes Exhibition and 1936 Texas Centennial Exhibition. This provided Ford with a large audience in multiple locations and much publicity.

The 3,000,000<sup>th</sup> Ford truck visited both the Great Lakes Exhibition and the Texas Centennial Exhibition as well as the 3,000,000<sup>th</sup> Ford V-8.

Next up were the concurrent San Francisco and New York World's Fairs, both in 1939 and 1940. The fair in San Francisco, the Golden Gate International Exhibition, was held on Treasure Island in San Francisco Bay. A unique feature of the Ford exhibit in New York was the Roads of Tomorrow. This featured a vision of roads in the future with elevated divided roadways with limited access above local traffic allowing higher speeds and safety. The surface was made of rubber and cork sound-deadening and featured rides in new 1939 and later 1940 Fords. The road went around and through the exhibit. The outbreak of World War II put an end to these types of shows until well into the 1950s. There was no need to advertise much as any car made shortly after the



war was immediately purchased by a public hungry for new cars.



At the end of the 1934 Chicago World's Fair, the skeleton of the Rotunda was dismantled and reassembled in Dearborn at the River Rouge Plant grounds to serve as a visitors center. Now clad in limestone instead of the temporary masonite and plaster at the fair, it operated from 1938 until the beginning of World War II. After years of neglect it was closed, then renovated and reopened in 1953, in time for the 50<sup>th</sup> anniversary of Ford Motor Company. The Rotunda served many functions from that time until a tragic fire destroyed the building in 1962.



Accompanying the presentation, many examples of brochures, entrance tickets, and other souvenirs from Dave and other NVRG members were on display for all to see. One special item was brought in by Bill Potter, whose father, Buzzy, attended the 1935 San Diego Exhibition and put a quarter in a machine which made a souvenir gear shift knob while he watched.



## DECADES OLD KINDNESS REPAID

*By Dave Westrate*

As I listened to Dave Gunnarson's presentation on Ford's involvement in several World Fairs, I recalled my own experience as a young man traveling in a 1957 Ford station wagon from Grand Rapids, MI, to the Seattle World's Fair and back. David pointed out the huge number of people who visited these fairs in only a few weeks and how popular they were. The two letters that follow show one experience my friend and I had on this trip and how we followed up years later. Thank you, Dave Gunnarson, for another outstanding program.

February 22, 2017

Sheriff K.C. Hume  
Moffat County Sheriff's Department  
800 W. 1st Street, #100  
Craig, Colorado 81625

On a night of terrible weather back in 1962, my friend and I were making our way back home to Grand Rapids, Michigan, having visited the World's Fair in Seattle.

We were sophomores in college who earned our tuition by painting houses while on summer break. We had had a profitable summer, so we decided that a trip to the world's fair was a reasonable way to celebrate the end of the painting season. With a tent, a camp stove and a borrowed '57 Ford station wagon, we headed west late in August. We had many wonderful adventures, but the one that we have shared most often is the story of the fine hospitality we received in Craig, Colorado.

As I mentioned, it was storming that evening. As we neared town, we came upon an automobile accident that appeared to be serious. We stopped to see if we could help, but by the time of our arrival emergency personnel were already on their way. Also at the scene of the accident were two young couples about our age. One of the kids was the son of the sheriff. When we told them that we were looking for a place to camp, the sheriff's son suggested that, because the weather wasn't fit for camping, we should stop at the jail to see if we could be housed for the night. My friend was a student in the Police Administration Program at Michigan State University at the time, so we thought it might be a good experience for him.

Long story short, we were put up in the jail. In the process of admitting us, the desk sergeant took and recorded all our possessions. Belts, wallets, keys and cash were inventoried and stored in the office. The man who performed this function commented that we had only twelve dollars cash. He then asked how far we had to go. At the time, we thought nothing of his remark or his question because we had travelers' checks in the glove box of the Ford.

We were put in a community cell with a local guy who, apparently, was a regular at the jail (his name was Rex, as I recall). There was one other cellmate. He was headed to the state prison the next day for car theft. The sheriff, or perhaps the sheriff's wife, brought candy bars and apples that evening. The next morning we were sent, with Rex, to a restaurant across the street for breakfast. We were instructed to report back to the jail after eating. While enjoying our meal, we speculated as to why we had to report back. We guessed that we would be required to do janitorial work to pay for our room. But we were pleasantly surprised when we got back to the jail. Not only were we not required to do work; rather, we were given a voucher that awarded us a fill-up at the gas station across the street.

It was only after we were back on the road headed for Michigan that Dave and I understood what had happened: The jail staff concluded that we were nearly broke and that twelve dollars would not get us back to Grand Rapids. Hence, we were given food and fuel, the cost of which probably came out of county welfare or some other charitable source.

My friend and I are separated by several states now, but we remain best friends. Both of us have had successful careers. Dave eventually became a Drug Enforcement Administration Agent and ultimately became Chief of Operations world wide for the agency. I became a teacher, later a school administrator,

and retired as Assistant Superintendent for Human Resources and Labor Relations for The Grand Rapids Public Schools. Dave lives in Virginia just outside Washington DC. I moved to Northern Michigan upon retirement, but Dave and I are frequently in touch with one another. In our last conversation, we reminisced about our camping trip and decided that we owe you some money.

In 1962, gas prices ranged between twenty-seven and thirty-one cents. A typical restaurant breakfast was probably about two bucks, although I confess that I have not been able to nail down a precise figure. I have no idea how an overnight stay in the jail should be valued (frankly, we were a bit surprised that the cots had no sheets and that the hot water for the instant coffee came from the shower), but the amenities were not important. Looking back from our current perspectives, what is important is that there were people who cared enough to be bothered by two kids who appeared to need help. I don't know if your community still shows this kind of concern for the less fortunate, but I hope it does.

It's been fifty-five years, please excuse us for our delinquency; but we want to set the ledger straight, so to speak. We have enclosed a check for \$50.00 hoping that it covers our indebtedness and that someone who is truly down and out can get a small break in Craig, Colorado, as we did so many years ago.

With warm regards and fond memories,

Ron Calsbeek  
PO Box 683  
Glen Arbor, MI 49636  
[calsbeeks@gmail.com](mailto:calsbeeks@gmail.com)

David Westrate  
Oakton, VA  
[westratedb@gmail.com](mailto:westratedb@gmail.com)

cc: The Editor  
Craig Daily Press

*See Sheriff Hume's response letter on the next page.*

**WANTED:**

**NEW MEETING LOCATION IN 2020**

The Hunter House is unavailable to us in 2020.

Suggestions for a new location are needed.

Submit your ideas to Cliff Green:

[dcliftongreen@gmail.com](mailto:dcliftongreen@gmail.com) or 703-346-1458





## Moffat County Sheriff's Office

Sheriff Kevin (KC) Hume

800 West 1st Street, Ste. 100  
Craig, Colorado 81625  
Office: (970) 824-4495  
Fax: (970) 824-9780

March 1, 2017

Ron Calsbeek  
PO Box 683  
Glen Arbor, MI 49636

David Westrate  
Oakton, Virginia

Ron,

Thank you for the letter, heartwarming story and trip down memory lane. I consider myself fortunate to have spent my entire life in Moffat County, a truly special place. The generosity and kindness you witnessed firsthand in 1962, exists today throughout our community, 55 years removed from that stormy night.

From the details you shared, I may be able to fill in a few particulars about your stay in Moffat County. W.H. Terrill was the Sheriff of Moffat County in 1962, a truly honorable man. After serving as Sheriff of Moffat County, Terrill went on to hold the position of Deputy US Marshall for the State of Colorado. The young man at the accident scene was likely his son, Bill Terrill. Bill lives in Craig and remains active within our community. I will ask if he recalls that stormy night in 1962.

The jail you called home for one night was decommissioned in 2001, when the doors to the newly constructed Moffat County Public Safety Center opened. The courthouse remains; while the jail in the basement has been repurposed. However, as I mentioned I have spent my entire life in Craig. My Father was the Chief Judge of the 14<sup>th</sup> Judicial District, based out of the courthouse in Craig. I am extremely familiar with the courthouse/jail and the history attached to both. As a child I played in the courthouse when my father was at work. Much later, early in my law enforcement career, I worked in the very same jail where you slept. During my time, water for coffee no longer came from the shower and we didn't release inmates to the restaurant across the street for breakfast. Times do bring change.

Again thank you for sharing your story and the \$50. Please consider your account paid in full, the ledger has been set straight. The funds have been attached to our annual "Shop with a Cop" program, an opportunity for my team to connect with less fortunate youth and purchase gifts during Christmas.

Please accept the enclosed challenge coins as a token of my appreciation. Should either of you make it back to Moffat County, we will keep the lights on and a room at the ready.

Sincerely,

K.C. Hume, Sheriff  
Moffat County Sheriff's Office  
E-mail: khume@sheriff.moffat.co.us

Jeremy Ashton  
Lieutenant

Charlene Abdella  
Undersheriff

Ryan Hess  
Lieutenant

## IN MEMORIAM

### Roy Nacewicz Remembrance

by Dave Gunnarson

Fellow NVRG member Clem Clement passed along the sad news of the recent passing of Roy Nacewicz. This is a big loss not only to Roy's family but to the Early Ford V-8 family as well. Roy is well known in Ford restoration circles as Roy Nacewicz Enterprises and also as [Fordbolts.com](http://Fordbolts.com) a source for correct bolts, nuts, and locks, as well as other authentic hardware and related products for 1928 to 1953 Ford and Mercury restoration projects. Here are a few things I remember about him.

Roy was a wealth of information who would share in his unique way. He will be greatly missed, especially by those of us who go deep on details. Roy was a longtime Ford employee and he told me of spending his lunchtime in the Ford archives looking for all sorts of information. I learned a great deal about searching the archives from Roy and he helped me better understand Ford the part numbering system and all about Ford nuts, bolts, hardware, and all the original parts and pieces needed for a quality restoration. I was fortunate to have spent time with him in his warehouse-reproduction factory-office in Michigan, sat down many times to "rest my feet" at his Hershey space and talk Ford parts, and run into him at a few national meets.

He was very patient with me so many times on the phone when I had seeming arcane details related to my restoration. He would share his opinion but also freely admit when he didn't know the answer. I remember his eyes lighting up when I brought up the subject of trying to find the right split rivets for holding anti-squeak material to sheet metal parts – yep, that was his thing too.

Roy was instrumental in getting permission and organizing the backroom tour of the Ford archives in Dearborn at the Grand National Meet last year – a real treat for me to attend. I also appreciated the level of correctness in all his reproduction parts. Gas lines he made were copper-plated steel, just like Ford made. He relayed a story to me about having to go down the a very worst sections of Detroit to pick up a batch of gas lines from the plater he used, worrying about his personal safety and wondering if his car would survive the all-consuming pot holes. He wouldn't send any of his employees to the platers, so that tells you something of his character. Another

little known fact is that he arranged for special treatment for all of his hardware with black-oxide coating. He specified that the plater had to run the hardware through the process a total of three times to attain the quality finish that he demanded and much like what Ford produced in the EFV-8 years. He said he did enough business with them that he was able to get this special treatment. Sometimes he presented a bit of a cantankerous façade and he smoked like a chimney, but once past those traits, he was a great person to know and a real treasure. I can't imagine how much knowledge went with him and hope his spirit and philosophy of producing quality reproduction parts continues.



## VICARIOUS VACATION!



## Don't miss it!

The May 14 Membership Meeting will include a presentation by Bill Simons: "Egypt Travelogue" – a recounting of his recent trip with wife, Liz, to Egypt.



A portion of the proceeds are donated to the Armed Forces Retirement Home



Activities for Kids, including Police & Fire Department Fun!



**ANTIQUE CAR SHOW**  
OLD TOWN FAIRFAX

*Live music*

**FEATURED THIS YEAR**

City of Fairfax Police  
**CHILD SAFETY DAY**  
10 am – 1 pm



**Saturday**  
**May 18, 2019**  
10 am – 3 pm  
Fairfax City Hall  
10455 Armstrong St.  
Fairfax, Virginia  
Old Town Fairfax



**For more information, visit [nvr.org](http://nvr.org), or email [info@nvr.org](mailto:info@nvr.org)**

PRESENTED BY







Click [here](#) to download the brochure and registration form.  
Click [here](#) for additional information on the NVRG.org website.



**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](mailto:jim44mcd@gmail.com) (email preferred) or cell: 202-409-4459. To be included in the next issue, new or changed ads need to be submitted to Jim by the **18th** of each month. Photos are acceptable for ads and will be included as space permits.

## VEHICLES FOR SALE

**1940 Ford Station Wagon** for sale in the valley. Located in Strausburg, not a club member. The owner has had it about a year and was going to hot-rod it. Lost interest. What's reported: Wood OK; top rails replaced; sheet metal has a few dents; engine back in, reportedly overhauled (not by owner); two rear seats have the bottom only. Contact owner for price and more. **Gene Ornof** at 540-465-3586. (05/19)



**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](mailto: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](mailto: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)



**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**

**Display Case.** Manufactured by Spartan Manufacturing Co., Saint Louis, MO. Width 84", depth 32", height 42"; 3 built-in fluorescent lights; 6 glass shelves (each 30.5" in length, width of 12" and shelf brackets). Missing 2 rear sliding glass panels. \$40. Contact **Joe Freund** at 703-627-1533. (05/19)





**Adaptor for Engine** Stand to mount flathead to side of block. Call Steve Groves before 9 pm, 301-530-7411. (04/19)



**French Flathead V-8.** This is a complete French military surplus crated motor bought in 2000 (255 c.i., 4" stroke). Bellhousing casted in 1984, assembled in 1996 with large 16-qt. oil pan and large filter. Many replacement parts include: Edmunds heads; Edmunds 4-bbl intake; Holley 390 carb with Edmund air cleaner; Fenton headers, black ceramic; MSD distributor; Power Master 12v chrome alternator; 12v gear-drive starter; flywheel, bellhousing, and torque converter for Ford C4 auto trans; plus more. Contact seller for more info. Under 20k miles (driven about 1,000 miles per year). \$4,500. NVRG member Gary Franklin, [gary1941ford@gmail.com](mailto:gary1941ford@gmail.com) or 978-514-1105. Located in Leominster, MA. (04/19)



**Original 1933 Ford Grill** with original blue oval Ford badge. Minor dent near badge. Decent chrome finish. Asking \$2,500. Contact NVRG member Gary Franklin, 978-514-1105, [gary1941ford@gmail.com](mailto:gary1941ford@gmail.com). Located in Leominster, Mass. (04/19)



**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](mailto: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](mailto: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](mailto: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**. Fits 1941 Ford only. 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](mailto: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](mailto:clem.clement@cox.net). (2/19)

**1939 Ford pickup used radiator**. Frame Okay. I suspect radiator could use a rodding. \$100. **Clem Clement** at [clem.clement@cox.net](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:nta1153@verizon.net) or 703-966-8422. (01/15)

## PARTS & ACCESSORIES WANTED

**Pair of 5.00-16 tires.** Tread wear OK as long as they hold air. Contact **Bill Potter** at 301-466-2610 or [Oldcarbilly1@gmail.com](mailto:Oldcarbilly1@gmail.com). (05/19)



**Inside door handle for 1935 Ford Tudor sedan.** Contact **Von Hardesty** at [hardestyv4@gmail.com](mailto:hardestyv4@gmail.com) or 540-908-0295. (05/19)



**6:00-16 or 6:50-16 tire to mount as a spare.** Does not have to be new. Would be overjoyed if I could find a white wall. **Stan Johnson**, 703-644-0758 or [Fordyhorses@aol.com](mailto:Fordyhorses@aol.com). (04/19)



**1933-34 Ford rear end** wanted. Call **Mike Kirkendall**, 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](mailto: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](mailto:mherwald@mgwnet.com). (10/18)



**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](mailto: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](mailto:mherwald@mgwnet.com). (10/18)



**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](mailto: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](mailto:Jeberly4@comcast.net). (07/14)

## **PARTS & ACCESSORIES FREE**

**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)

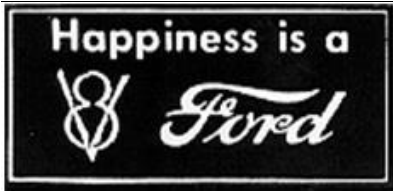


**1940 Ford Headlight Housing:** In rough shape, but the price is right (free). **Benny Leonard** at [benshar100@gmail.com](mailto:benshar100@gmail.com). (11/18)



**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](mailto:dogbanner@gmail.com). (05/18)

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	<a href="mailto:john@ryanweb.com">john@ryanweb.com</a>
Monthly Meeting Report	Dave Gunnarson	<a href="mailto:gunnarson@verizon.net">gunnarson@verizon.net</a>
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Event Calendar	Bill Simons	<a href="mailto:bsimons@rustinsurance.com">bsimons@rustinsurance.com</a>
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Tech Articles	Cliff Green	<a href="mailto:dcliftongreen@gmail.com">dcliftongreen@gmail.com</a>



# NVRG 2019 Calendar



May	
8	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
11	<b>Apple Blossom Car Meet and Flea Market</b> – Jim Barnett Park, Winchester, VA.
14	<b>Membership Meeting</b> – 7pm – Nottaway Park. Program: Egypt Travelogue, presenter Bill Simons – Refreshments: Dave Henderson
18	12 <sup>th</sup> Annual Drive Your Woodie Day. Send a picture to the Woodie Times.
18	<b>Fairfax Car Show</b> – Details to follow.
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
28	<b>NVRG Board of Directors Meeting</b> – 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.
June	
11	<b>Membership Meeting</b> – 7pm – Nottaway Park. Program: Across Europe in a Model A, presenter Jim Baker – Refreshments: Bill Simons
12	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
16	Father's Day Show at Sully Plantation
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
25	<b>NVRG Board of Directors Meeting</b> – 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.
July	
9	<b>Membership Meeting</b> – 7pm – Nottaway Park. Program: Ice Cream Social and Group Participation Game, presenter Sarah Gunnarson – Refreshments: Dave Gunnarson
10	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
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## Down the Road



June 16 – Annual Father's Day Car Show at Sully Plantation



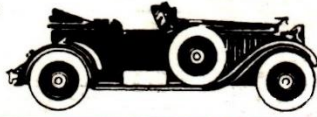
August 24–27 – 2019 Central National Meet in Auburn, IN

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*NVRG Car of the Month*  
*Bill Tindall's 1946 Convertible*



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