



Northern
Virginia
Regional
Group

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Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
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June 2019

Stephanie Beavers - Editor

2019 Fairfax Car Show

By Gay Harrington



The 22nd Annual Fairfax Car Show was held on Saturday, May 18, 2019, at Fairfax City Hall on a beautiful spring day. Dave and Barbara Westrate arrived at 7 a.m. to launch the set up. Mitzi Taylor, the newly appointed Department of Recreation Event and Athletic Manager for Fairfax County, was also on the scene early, assuring tables, chairs, and tents were delivered to the pre-arranged locations. NVRG volunteers and Fairfax Police and Fire Departments soon arrived and we were up and running for the annual car show in support of the Armed Forces Retirement Home.

Up Front with the President

June 2019



President's Message June 2019

Our regional group has held three major events so far this year and each one has been an outstanding success. A near-overflow number of NVRGers participated in the garage tour in March, including ten early V-8 and V-12 vehicles. The April Poker Run, the traditional kickoff to the year's driving season, combined near-perfect weather and a delightful route to attract a sizable number of V-8s and V-12s out. Our Fairfax car show in May was a huge success; we had 77 vehicles registered, a record level of donations for the 50/50, and perfect weather. Many more fun and interesting events are planned or in the works. Check out the calendar in this issue. Also, if you have an idea for a new event of any type, please contact me or one of the other board members. We'd love to hear from you.

The success of our events is due entirely to the efforts of our member volunteers. They deserve some well-earned recognition. Hank Dubois, the Tours Chairperson, organized the garage tour with Jim Walker, the host. Hank and Jim LaBaugh planned the Poker Run. Dave Westrate organized the Fairfax car show and was ably assisted by more than a dozen other NVRG members on the day of the show. Thanks to all for your outstanding efforts.

Our next monthly membership meeting will be on **Tuesday June 18**. (The Hunter House is not available on our usual second Tuesday date because of a primary election.) At the meeting, Jim Baker will present "Across Europe in a Model A." This program is a travelogue about a trip made by Jim in 2001 with a group of 51 Model A's through Germany, Austria, Italy, and Switzerland. It will be of special 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 – 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 – Jim LaBaugh
	Past President – Joe Freund (2019-20)	
	At-large – Jim McDaniel (2018-19)	

Fairfax Show, cont'd.

The morning began slightly overcast but soon turned into a bright, sunny day. Seventy-seven (77) diverse vehicles either preregistered or entered at the gate on show day. Seasoned registration NVRG veteran Bill Selley manned the station throughout the day, along with NVRG registration volunteers Susan Skiles, Paul Malandrino, Bill Simons, Joe Freund, Leo Cummings, and yours truly.



Signs and information are important to any event. Jim McDaniel led the effort to set up and remove signage, assisted by David and Susan Skiles and John Sweet. Mitzi Taylor's team added posters and pamphlets and maps to assist attendees. To the best of my knowledge, no one got lost and everyone found the vehicles, music, and children's events and activities with no problems.



Andy Koerner took the lead parking cars with assistance from Dave Blum, David Skiles, and Bill Simons.

Cliff Green managed getting all the trophies and, with assistance from Hank Dubois and Eli Sumner, these were displayed and distributed starting at 2 p.m. That handsome, energetic young man you may have seen sprinting around collecting the People's

Choice ballot boxes just prior to the awards ceremony was Eli.



Phil Murray brought his 1939 flathead engine that he runs with one head off and the other head on. The pistons and valves in action are a real crowd pleaser. The NVRG is fortunate that Phil came not only to provide a view of his unique flathead V-8 engine but also to share his own extensive experience and knowledge with those present. Thank you, Phil!



Edna Cross arrived with her granddaughter Emily Tyler to handle the 50-50 raffle. If you've never seen Edna handle this duty, you've missed out on an

impressive display of skill. Put it on your bucket list and plan to come to next year's show to see for yourself (we don't yet know if Edna can clear her calendar for this, but we sure hope she will be able to).



As I suggested to Emily, "Take note: you're seeing a *true* pro in action—learn from the best!" Once Edna commandeered the roll of tickets, she beat all previous 50-50 sales totals with \$760 for the day. One half of the proceeds goes to support some of our national treasures—the former enlisted men and women of our various military branches, who now reside in the Armed Forces Retirement Home in Washington, DC.

Edna asked a young girl attending the show to select the winning ticket, and the little girl was smiling from ear to ear with such an important responsibility as her own. The winning number belonged to none other than our own Cliff Green. A very big thanks goes out to Edna and Emily for all their hard work!



The Fairfax County Police and Fire Departments prominently displayed their vehicles and offered children's safety activities. This year's live music for the show was provided by the Legacy Pops Sextet, who entertained the crowd with wonderful period music.



And for the first time, Cameron's Coffee and Chocolates of Fairfax sponsored an award for the Best Convertible. Cameron's sent a contingent to pick their favorite convertible. The winner? Clem Clement's stunning 1940 Mercury Convertible Sedan.



Once again the Best In Show trophy was selected by Vern Parker, nationally renowned antique

car author and columnist. This award went to Mike Janniro for his 1957 Volkswagen Beetle.



If you're interested in seeing all the day's award winners, you'll find a nice chart that Cliff Green prepared at the end of this article and on our website (nvr.org).

One of the bonuses of being at the registration table is you get the opportunity to say hello to, and hear from, walk-in attendees as well as folks driving in to park their exquisite vehicles. During the course of the day, so many people say things like "this is my favorite car show—just the right size" or "we enjoyed today" or "excellent, as always," or simply "thank you."



Many insist on adding a bit extra to their walk-in charitable donations. I was again reminded that creating safe, pleasant, and memorable experiences that are affordable and open to all is a wonderful thing to be a part of, and that we have so many fine people doing just this.



Leadership is very important, and Dave Westrate is one of the best leaders our NVRG has—competent, organized, grateful, patient, and a very humble guy for all his talent. The planning and collaboration shared between Fairfax County and the NVRG was masterfully handled by Mitzi Taylor and Dave Westrate, making this year's car show an easy, enjoyable day for everyone attending. Thank you, Dave, Mitzi, and everyone who volunteered their time, talent, and energy to making this event a success. The day was chock full of smiles!



Best in Show Award to Mike Janniro



People's Choice Award presented to Gay Harrington



Mayor's Award



Mayor's Car – 1940 Packard Convertible



Best Commercial



Clem Clement and Jim McDaniel

2019 City of Fairfax Award Winners

CATEGORY	SPONSOR	OWNER	VEHICLE
Best Early Car	Personal Touch Jeweler	Bill Babcock	1924T Touring
Best Model A	I.O. Gestalt, Inc.	John Dougherty	1930 A Fordor
Best of the '30's	Forster Management	Jerry Lunt	1934 Ford Sedan
Best of the '40's	Printing Ideas	Tom Brooks	1940 Packard Convert
Best of the '50's	County Transmissions	Jim Luehrs	1957 Dodge Pickup
Best of the '60's	Rust Insurance	Lyn Adams	1955 Ford Ranchwagon
Bet of the '70's	Weber Tire	Jim Gray	1970 Datsun 240Z
Best of the '80's	Fairfax Auto Parts	Jason Javaras	1986 Lincoln Cont
Best Custom	P T Auto Experts	Earl James	1937 Dodge
Best Commercial	P.J. Skidoo's	Joe Freund	1950 Ford Fire Truck
Best Sports Car	George's Auto Resto	Ron Davis	1964 Porsche 356
Best Orphan Make	Dave Blum, Auto cnslt	Jeff Freeman	1969 Mercury
Best Ford (Pre-war)	Hard Times Café	Art Zimmerli	1936 Ford Phaeton
Best Ford (post-war)	Fairfax Towing	Peggy Hays	1961 Ford T-Bird
Best GM Product	Twin Ace Hardware,	Gavin Lamberd	1950 Chevy 3100 PU
Best MoPar Product	Penfed Realty, Edna C.	Howard Housland	1973 Plymouth Duster
Best Engine	Business Benefits Grp	Gary Biuge	1968 Chevy C10 PU
Best Paint	Quality Auto Body	Dough Cook	1964 Nova SS
Best Convertible	Cameron's Coffee	Clem Clement	1940 Mercury
Best Interior	Interstate Van Lines	Charles Roberts	1958 Chevy Impala
Best Sedan	Classic Auto , Inc	Dale Gaddy	1986 Jaguar AJ6



BEST OF SHOW
1957 VW
MIKE JANNIRO



PEOPLES CHOICE
1949 FORD PICKUP
GAY HARRINGTON

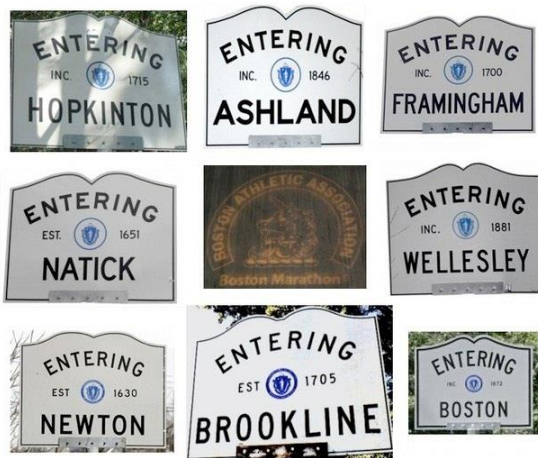


MAYOR'S AWARD
1940 PACKARD CONVERTIBLE
TOM BROOKS

AN INTERESTING HISTORICAL PERSPECTIVE

V-8s and the Boston Marathon

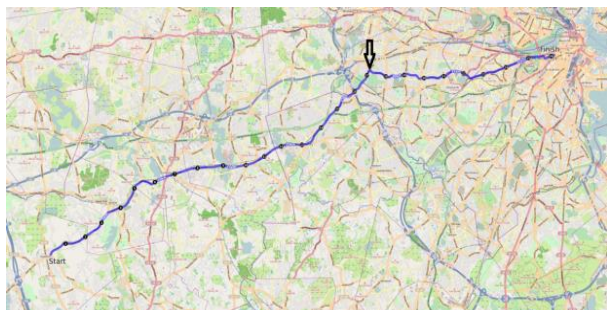
By Ken Burns



The Boston Marathon has been run every year since 1897 – even during WWII! Back in April there was lots of media coverage of the Boston Marathon when former Marine Micah Herndon crawled the last 100 yards to the finish line to honor the fallen Marines he had served with.



That struck a nerve in me, not only because I'm a Vietnam Veteran, but because I was raised in Newton, MA, and the marathon passes through an intersection within walking distance of my parents' house in Auburndale (one of the 13 villages that comprise the Boston suburb of Newton). At that particular intersection, the Marathon turns from Route 16 (Washington Street) onto Route 30 (Commonwealth Avenue) and heads to Boston.



There is a fire station at that intersection and on race day the firemen would let small groups of kids climb to the second floor and watch as the runners came around the corner and head toward Boston on Commonwealth Ave.



Shortly after this year's marathon I came across this picture taken during the 1946 Marathon.



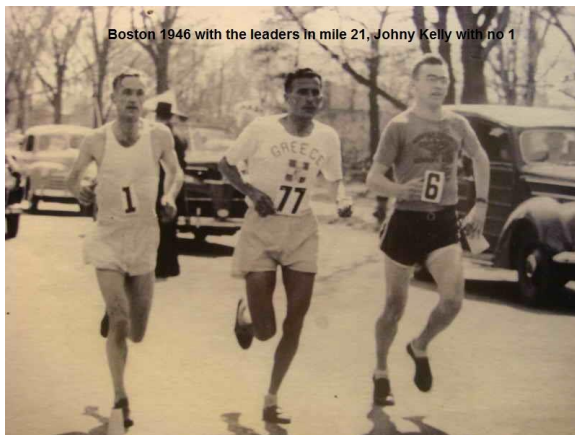
The picture above shows the leaders on Commonwealth Avenue, as they start up [Heartbreak Hill](#) in Newton. The brand new Ford and Mercury are very evident and, as a bonus, there's also what appears to be a 1941 Pontiac Woodie. I think the Ford in the picture might actually have belonged to the MA Registry of Motor Vehicles (aka DMV here in VA). Check out the funky spotlight and what appears to be a two-tone paint job similar to the 1948 Ford below.



I wondered if there were more pictures of V-8s during either previous or subsequent marathons. Turns out there are!



This is the start of the 1946 Boston Marathon in Hopkinton and a brand new 1946 Ford Convertible is plainly in view. What's harder to see is the 1941 Ford Woodie lurking behind the bush on the hill. Here's a link to a video of the start where you can get a better glimpse of the ['41 Woodie](#).



Stylianios Kyriakides (#77) eventually beat out the legendary John A. Kelly (#1) who had previously won in 1935 and 1945. They're being escorted by a 1946 sedan, a 1941 Convertible, and a 1937 Woodie.

Post-WWII pictures seldom show cars in the background. The image below is the only one I could find. It was taken during the 1947 marathon and captures a 1936 Ford Sedan lurking by the side of the road. The runner nearest the camera is Suh Yun-bok from South Korea. He was the first Asian to win the marathon and set the then world record for the Boston Marathon.



I did, however, manage to find several prewar pictures with our beloved V-8s, and even one taken in 1943 when gasoline was being rationed.



This 1943 Boston Marathon picture of a nearly new 1941 Ford was taken somewhere after Heart Break Hill, since "The T" trolley tracks appear in the background.

Now to the pre-WWII years.



This 1937 picture shows the start of the race and a 1937 Ford open car. It's hard to tell exactly what body type because Ford produced the following: Convertible Sedan, Phaeton, Club Cabriolet, Convertible Cabriolet, and Roadster. Phew!



Here's the start of the 1939 race. Note that the Ford is parked in the exact same spot as we see for the start of the 1937 and 1946 races and has a placard on the right door. Looking at the original higher resolution images it appears the gents standing in the cars all have what appear to be motion picture cameras pointed up the hill.



Maybe one of them took the video of the start of the 1946 Marathon. I'm guessing that the cars in all three pictures belonged to the same news organization or company. Wouldn't it be interesting

to know the organization's or company's name and see if more pictures of the "Fleet of Fords" existed somewhere on the Web?

WHAT DID WE MISS?

The No-Bike-Trail Poker Run

By Susan and Dave Giles

Photos by Jim McDaniel, Cliff Green, and Susan Randall

As relatively new members, we had not previously participated in the club's poker run. In fact, this was our first ever poker run. Our knowledge of such events was minimal—meet at the starting point, be given some directions, find the stops, get some cards, and hopefully not get too lost or break down. Participants were:

- Ken and Helen Burns – '41 Deluxe Woodie
- Jim and Connie Baker – '31 Model A Fordor
- Cliff and Sandra Green – '40 Deluxe Woodie
- Keith and Susan Randall – '38 Deluxe Fordor
- Bill and Liz Simons – '34 Deluxe Tudor
- Dave and Susan Skiles – '34 Deluxe Cabriolet
- Wayne and Jane Chadderton - Modern Car
- Jim and Char McDaniel – '51 Police Cruiser
- Frankie Martin w/granddaughter Caroline and husband Ray and great granddaughter Blair – '51 Deluxe Tudor
- Bill Selley - Rode with Cliff and Sandra
- Jim LaBaugh - Modern Car
- Hank and Cindy Dubois – '35 Deluxe 3-Window Coupe



We couldn't have asked for better weather, except perhaps a little less wind. The route Hank Dubois and Jim LaBaugh planned took us from Fair Oaks Mall through Prince William, Fauquier, Culpeper and Rappahannock counties—about 80 miles.



With only a few exceptions, the roads were two-lane country roads with very little traffic, which made it easy to reverse direction when we missed a turn (which we did only once!).



Having lived in Prince William for 40 years, we were very familiar with the roads in Part 1 and able to concentrate on the trivia questions (12 for 12 correct). Our success with trivia came to a screeching halt on the rest of the legs as we had to

watch both where we were going and the gorgeous views.

After stop 4, we saw Jim and Char McDaniel coming toward us, having misinterpreted a direction.



The final stop was the lovely Griffin Tavern in Flint Hill where we enjoyed lunch and laughs.

After lunch, it was time for poker and trivia questions. For poker hands, first prize (\$50) for the best hand was awarded to Sandra Green with three of a kind. Second prize (\$25) went to Helen Burns with two pair, after she won the coin toss with Bill Selley who had the exact same hand.

When going over the trivia questions, there was a universal GROAN when Jim gave the answer to the tricky #29 question: "What is the name of the bike trail originating on this road?" To our knowledge no one got the correct response which was "No bike trail"—the sign indicated there was not a bike trail on the road. Then there were the farm questions! We knew Hank liked farm questions, but didn't realize we should count farms with rusting equipment and roads with farm equipment. Next year!

Susan Randall was awarded first prize (\$50) for 26 of 35 correctly answered trivia questions. Second prize (\$25) went to Frankie's granddaughter, Caroline, with 23 correct answers. Helen Burns also had 23 correct answers and graciously had the prize be awarded to Caroline.

Many thanks to Hank and Jim for a well-planned event. We couldn't have had a better time. We didn't get lost. We didn't break down (nor did anyone else to our knowledge). We didn't get blown around by the wind like those in Woodies. For those of you who were unable to attend, keep your calendar open for 2020.

Jalopy Showdown and Races

By Nick Arrington

My son Jesse picked me up at 5:30 a.m. on Sunday, May 19, and we headed with trailer in tow and a Model T Speedster toward Lincoln Speedway in Abbottstown, PA. Our destination was the Jalopy Showdown/Meet event. We arrived about 8:30 and unloaded the T Speedster in the infield amid a collection of 1920 through '60 "Jalopy" and vintage stock car vehicles. Jesse's vehicle was in a class with one other T and a half dozen Model A powered cars. There were five classes and each class got the opportunity to race three times during the day. Each race was for ten laps. The rules and guidelines were simple: No Trophies – No Prize Money – No one gets hurt.

Lots of photo opportunities. I spoke with guys who had come there from as far away as Long Island. The events went smoothly with only one spin-out and nobody getting hurt. There was a nicely restored 1939 Coupe Circle Track car and a 8BA powered rig with fuel injection which its owner had designed. In addition to the racing, there was a great flea market which actually had Flathead V-8 items on the tables. Bill Potter was also spotted in attendance. Behind the flea market was a car show with about 80 very nice period cars and trucks. I'm hooked – My son will be building a Model A car to enter next year and I'm looking for something to join in with him. I would encourage all to attend any of the Jalopyrama/Showdown events they see advertised up and down the East Coast.



Jesse Arrington's Model T Speedster



Winchester Swap Meet and Car Show

By Clem Clement



We gathered at my home at 4:45 a.m. Saturday, May 11, for the run to Winchester and the Shenandoah Valley Car Show, followed by a run to the Papermill Place. Benny rode with James, and I with Jim. We took the Route 66/81 route and saved 20 minutes. (Benny recommended this route, but we paid no attention to him.)

At the show, we were parked next to the gaggle of blue cubes at 6:18 a.m., to find about 7 dealers setting up. No rain. That route is the best.

Bruce was there shortly thereafter. A medium-sized crowd wandered in over the next 2 hours. About 25 dealers set up. A few rain drips hit and then 10 minutes of warm sun followed by cloudy and cool. We saw Nick Arrington and Luke Chaplain. I bought a shock wrench and Jim grabbed a fan belt tensioning device and a rubber chock (the same like I gave him years ago, except different). Two neat hot rod Model A's came by as did a Chevy-powered Beetle. The show field was beginning to fill in by 9 a.m. We did not stay for the car show. We rushed over to the Papermill for grits, pancakes covered with chipped beef and gravy, eggs, and biscuits/toast, etc. Good times, great chats, and [we were] stuffed. Off we went back home. Jim and I stopped at the Liberty Gas Station on Route 50 for nonalcoholic gas. The motel next door was closed as was Bob Evans and Texas... The area looked bleak. We made it home safe.



Date Change for June Membership Meeting

Due to our usual meeting location being used as a polling place for a local election on June 11 (the second Tuesday), this month's membership meeting has been pushed back one week to June 18. Note your calendar and plan accordingly. Hope to see you there!

Are Your Headlights Dim?*By Cliff Green*

With a 6-volt system, any voltage loss from the battery to the headlights will affect headlight brightness. A voltmeter is the essential tool for troubleshooting the system.

First an analogy. Let's think of the wires as pipes that carry water from a standpipe and the pressure of the flow starts out at 10 psi. Now we measure the flow at the end of the line where the faucet is, and find only 6 psi. We have lost 4 psi through a series of small leaks or a big one. To find the leak we inspect all the fittings along the line and plug them to get the full 10 psi at the outlet. Pressure must be applied when connections are checked for leaks.

Now, the battery is the standpipe and we measure the voltage to be at least 6.3, otherwise charge it. Disconnect the wires at the headlight and turn them on and measure the voltage from one wire with the meter and the other lead to ground. With the meter scale set to read in 1/10V (.10) we want a reading that is close to batt voltage. Now you read 5.3 V – there is a leakage somewhere of 1.0 V.

Reconnect the headlight. Start at the batt with the probe on the neg terminal and the other lead on the cable connection, again with lights on. Read 6.2 V – so there is a V drop of .1, indicating that the connection needs cleaning – the first small leak! Check V drop at the solenoid for another drop, maybe. Now, at the ignition switch we find a V drop of .3 V indicating a loose connection or cleaning. Check V drop at the high beam switch and there is another .3 V. We have discovered a total of .7 V loss – .3 V remaining to find, which is discovered at the ground connection at the light. All ground should be clean and shiny with a star washer to provide bite.

Each loss is corrected as you work along the connections between the batt and the bulb, eliminating any V drop. Disconnect the batt as you clean/replace items. Lights must be on to check the voltage drops. Mostly, the leakage is caused by poor connections.

Remember that headlights age and naturally dim, so try a new one after cleaning up voltage drop if they are still dim.

(Note: Information gleaned from an internet article, author unknown.)

A Tour of Jerusalem and Egypt*By Bill Simons*

Bill and Liz's excellent 21-day adventure started with our landing at Ben Gurion Airport in Tel Aviv, followed by a one-hour taxi ride to our hotel in Jerusalem. There we met our tour guide and driver and learned that we were the only couple that signed up for the Jerusalem option. Our Israeli guide, Sharon, then said there were certain places and things that we should see in our 5 days with her, but we could also visit places that we wanted to see that were not preset on her agenda. One of our choices was to visit a nearby working kibbutz. A kibbutz is a community in which the members contribute their income to a common pool and the living expenses for the group are paid out equally to the members. This particular kibbutz operated a tourist hotel and sold agricultural products such as strawberries, lettuce, and cherries.

Other highlights in and around Jerusalem were touring the old walled city, including the iconic Jewish Wailing Wall and the Christian Church of the Holy Sepulcher. The day trip outside the city to the Masada, a fortress built by the Romans 2000 years ago, and a quick dip in the nearby Dead Sea was great fun.

On the fifth day we boarded our flight to Cairo to meet our 14 other group travelers and begin our trip up the Nile River. Our first stop was the fabulous pyramids of Giza which are the only surviving members of the Seven Wonders of the Ancient World. The Great Pyramid of Cheops was built 4500 years ago and was the tallest man-made structure on earth for over 4000 years. It rises 48 stories high and is made of 2,000,000 blocks of stone, some weighing 15 tons each. Nearby is the mysterious Sphinx, also 4500 years old and carved out of one piece of limestone bedrock.



It was a short flight to Luxor where we visited the Temple of Karnak and walked down the Avenue of Sphinxes.



Across the Nile from Luxor we toured the Valley of the Kings, which contains some 63 tombs of pharaohs, all of which are empty now due to looting over thousands of years.

The most famous is that of Tutankhamun, the boy Pharaoh whose tomb was found in 1922 with its fabulous gold artifacts intact. They are now on display at the Egyptian Museum in Cairo.

For the next segment of our trip, we boarded our own private *dahabeya*, or river boat, for our leisurely cruise south to Aswan and the famous Aswan Dam. In our 5 days on the river we stopped at numerous villages, met local people, visited ancient temples and quarries and even a museum dedicated to mummified crocodiles.

The last major stop on our trip was Abu Simbel, an ancient temple dedicated to the Pharaoh Ramesses II and his wife Nefertari. This temple was going to be submerged under water when the Aswan dam was built creating Lake Nasser.



Several countries, including the United States, participated in disassembling the entire temple into over 40,000 pieces and reassembling it in an artificial hill above the water line, truly an amazing feat of engineering.

Our adventure ended with a flight back to Cairo for one night and then on back home.

If anyone is interested in exploring such a trip, I am happy to answer any and all questions.

The June Membership meeting features another travelogue: "Across Europe in a Model A."



Presenter Jim Baker talks about a trip he made in 2001 with a group of 51 Model A's through Germany, Austria, Italy, and Switzerland.

NEW MEMBER WELCOME

New Member Welcome

By Gay Harrington

During the May 18th Fairfax Car Show I had the pleasure to meet in person our newest NVRG member, Bill Paris. Bill lives in Burke, VA, and brings our membership numbers up to 141. Welcome, Bill!



NOTE: The "Automart" is now being maintained and updated by NVRG member **Jim McDaniel**. If you have any submissions, updates, or corrections, please contact Jim at jim44mcd@gmail.com (email preferred) or cell: 202-409-4459. To be included in the next issue, new or changed ads need to be submitted to Jim by the **18th** of each month. Photos are acceptable for ads and will be included as space permits.

VEHICLES FOR SALE

1940 Ford 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. (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)



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 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. 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 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 Gunn**, 703-626-4559. (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. (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)

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)

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

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. (05/19)



Inside door handle for 1935 Ford Tudor sedan. Contact **Von Hardesty** at 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. (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. (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)



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)



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@cabelfirst.net or 804-776-7597. (12/14)



1935 Ford closed car: the radio speaker with cable and connector to the radio box. **Jim Eberly**, 301-689-9420 or Jeberly4@comcast.net. (07/14)

PARTS & ACCESSORIES FREE

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)

THIS JUST IN!

Fellow V-8ers:

I'm flattered to report that the board voted unanimously for the club to return to my overstuffed garage for the 2019 picnic. Like last year, the National Capitol Region will be joining us once again. Please save the date, which will be August 17, rain or shine. Details will follow as they become available. Hopefully we will be blessed with cooler weather this summer. I hope to see everyone in August.

Thanks,
Bill Potter



WANTED:

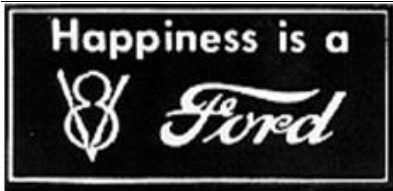
NEW MEETING LOCATION IN 2020

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 or 703-346-1458



NVRG 2019 Calendar



June	
12	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
16	Father's Day Show at Sully Plantation
18	Membership Meeting date change for June! – 7pm – Nottaway Park. Program: Across Europe in a Model A, presenter Jim Baker – Refreshments: Bill Simons
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
25	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.
July	
9	Membership Meeting – 7pm – Nottaway Park. Program: Ice Cream Social and Group Participation Game, presenter Sarah Gunnarson – Refreshments: Dave Gunnarson
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.
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.
August	
13	Membership Meeting – 7pm – Nottaway Park. Program: Movie night
14	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
17	Club Picnic – Hosted by Bill Potter
24–27	2019 Central National Meet – In Auburn, IN
27	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.

Down the Road



- July 9 – Ice Cream Social
- August 13 – Movie Night
- August 24–27 – 2019 Central National Meet

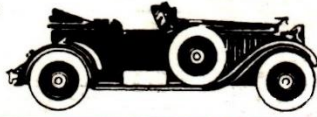
Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	john@ryanweb.com
Monthly Meeting Report	Dave Gunnarson	gunnarson@verizon.net
Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Bill Simons	bsimons@rustinsurance.com
Want Ads	Jim McDaniel	jim44mcd@gmail.com
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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NVRG Car of the Month
Ben McDonald's 1951 Woodie



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