



Northern Virginia Regional Group

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Value Clatter

Early Ford V-8 Club of America



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Stephanie Beavers - Editor

September Membership Meeting Central National Meet Review

by Dave Gunnarson



The September NVRG Membership Meeting featured a review of the Central National meet held in Auburn, IN, August 23–27. A total of 24 NVRG members attended some or all of the meet and, except for the final day, the weather was picture perfect. The meet was held at the Early Ford V-8 Foundation museum, a short drive south of Auburn. This venue provided a built-in attraction of being able to visit the newly expanded museum for all four days.



Up Front with the President

October 2019



President's Message October 2019

It's that time of year again – the annual pilgrimage to Hershey! Each year, it seems to creep up on me so that I end up scrambling to get organized for the trip. (Being out of the country for most of the month of September also contributed massively to the time crunch for me.) Aside from one basic purpose of Hershey – to buy and/or sell old cars, parts, and assorted junk – Hershey is a great opportunity to link up with other NVRG members. You can camp out under the stars (there are never any rain clouds at Hershey) with the cadre of NVRG campers, join the NVRG organized dinners, and visit members at their vending spaces. You can also just walk the aisles with your RG buddies. It's amazing how an extra pair of eyes can help spot the gems hidden in a pile of other stuff of no interest to you. I will be there starting on Tuesday and hope to see many of you over the following days.

A great way to wind up the touring season is on our annual fall tour. Bill Simons has crafted an interesting few days for us in Southern Maryland on the first weekend in November. Check out the details in this issue, reserve a room, and drive your early Ford V-8 (weather permitting).

Because of Hershey, our next membership meeting will be on the third Tuesday this month – Tuesday, October 15. The program is a review of the meet. Several members will be describing their adventures and the overall scene of this great event. Refreshments courtesy of Bill Potter. I look forward to seeing you 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)	

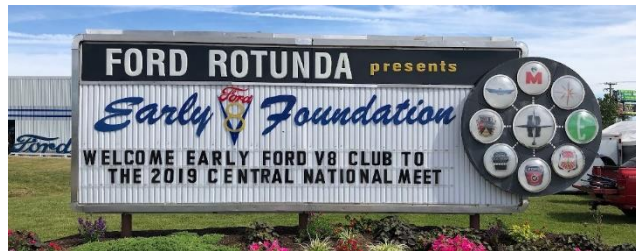


The meet featured a swap meet area (see Cliff Green's accompanying article elsewhere in this issue), concours field, unlimited visits to the Early Ford V-8 Museum, welcome reception, and several tours and events.

Saturday morning began the beautiful weather with Cliff Green and John Ryan setting up the flea market space front and center of the museum. A walk around the grounds revealed several EFV-8 treasures. The stainless steel letters from a Rouge Factory smoke stack glinted in the sun. Cars and people arrived from every direction of the compass and the grounds filled with EFV8 cars, people, and parts. One person even arrived in a helicopter!



The stainless steel letters from one of the Rouge Plant smoke stacks are arranged horizontally on a display outside the museum.



Everyone was welcomed to the event with the original Ford Rotunda sign lettered up for the event.



Most dramatic arrival and departure from the meet was one person who flew in just to get his meet package and goodie bag! Landing on the show field made quite an impression on the crowd! Jim McDaniel was overheard saying that if he knew where the ignition key was, he could fly the helicopter away!



Cliff Green, John Ryan, and Dave Gunnarson set up the flea market space right in front of the Museum's rotunda with the 1936 polished stainless steel rotating on visual display through the window.



A pretty 1951 woodie waits outside the Museum rotunda.

The meet featured a trip to the 46-acre Tri-State Tractor and Engine Show in Portland, IN. Bill Potter attended with Patricia and remarked that it was the “Hershey of tractors.” (See Bill’s article elsewhere in this issue for a review of this amazing event.) Saturday evening featured a cruise-in of EFV-8s surrounding City Hall in downtown Auburn. It was a feast for the eyes to see so many vintage vehicles on the blocked-off streets around City Hall.



A big social event was a having early Fords surround the City of Auburn town hall.



Downtown Auburn was decked out and ready to host.

The welcome reception was held on Saturday evening inside the Kruse Auction warehouse. A buffet-style food service efficiently dished out dinner

and surrounding the rows of tables were about two dozen cars to be auctioned the following weekend. The cars were part of the now-closed Roaring Twenties Museum located in Hood, VA. Attendees were able to pass into other parts of the auction building and view more cars and items included in the same auction.



Best hood emblem ever is on a 1936 Hupmobile which was part of the cars on display from the Roaring Twenties collection to be auctioned after the meet on display at the Welcome Reception.



The museum display of shoebox vintage cars.



The museum also has a small collection of trucks in an attractive display.

The concourse judging event preparations started late Sunday night when the meet organizers scrambled to move it indoors as there were predictions of rain. The show field was originally selected to be on an open grass field across the entrance road of the museum. Rumors were that meet organizers finished laying out the spaces inside a section of the Kruse Auctions massive building complex sufficient to house all the vehicles to be judged. The touring cars lined up in the parking lot nearby. Rain did come but it wasn't too heavy and didn't last too long to dampen the enthusiasm; however, it was the right move, as the grass field would have been a sea of mud.



Judging underway on Monday.



Congratulations to Janet Foor for her 1,000 point judged 1948 Mercury Sedan!



The 1932 section of Touring class.



Early vintage touring cars are lined up.





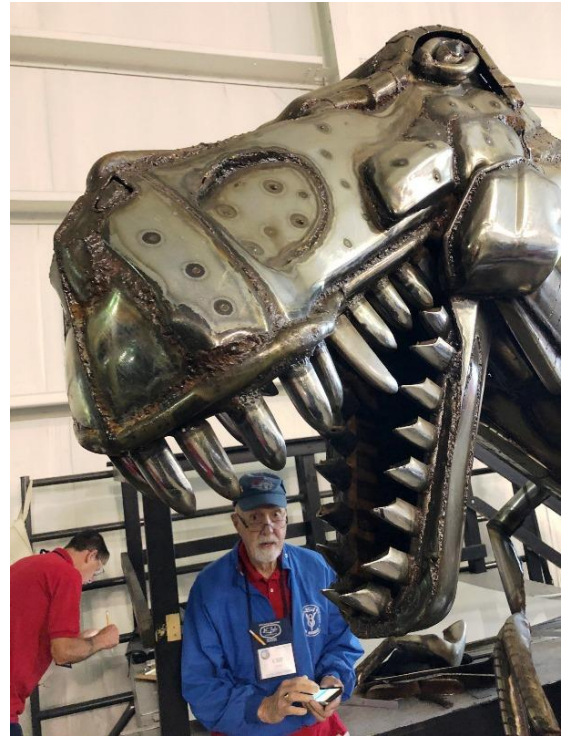
Threatening storm clouds didn't keep the shoeboxes away.



Dave Gunnarson's personal favorite is a Rouge class 1935 pickup. Hard to believe any survive in such original condition!

Several NVRG members also participated as judges, including John Ryan, Cliff Green, Dave

Gunnarson, and Bill Selley. Overall, the meet was a great event. We all had a good time, renewed acquaintances, and all returned home safely.



Inside the Kruse Auction building Cliff Green appears to be swallowed by a metal monster while preparing for the judging inside the Kruse Museum. Actually, it was amazing that the Kruse Museum and meet organizers were able to clear out sufficient space for an indoor judging event. A few items like this sculpture were just too big to put somewhere else.



A total of 24 NVRG members were in Auburn. Here's most of them at the welcome reception. Left to Right: Harry Foor, John Girman, Wes Foor, Patricia (with Bill Potter), Dave Gunnarson, Bill Potter, Bill Selley, Janet Foor, Patty Girman, Jim McDaniel, Frank Miller, John Ryan, Frank Wood, Dennis Ryan, Yvonne French, Mike Gaul, John French, Bill Tindell, Cliff Green (Not pictured: Dick Rails, Bill and Joanne Fox, Tommy Harper and his son).

MORE ON THE MEET

My Adventures in the CNM Swap Meet

By Cliff Green

My primary purpose in going to the Central National Meet in Auburn was to unload some of my parts, literature, and memorabilia that I no longer needed. It is time for me to downsize (like everyone else in our aging club) and get rid of the collectibles.

Dave Gunnarson and his spacious van was able to haul the stuff for John Ryan, Bill Simons, and me. That included tables, chairs, and canopy. The vendors were set up around the edge of the Foundation Museum, some 30 in all. Mike Gall and Bill Selley set up shop also. This location provided us proximity to the Meet activities and the facilities.



John Ryan, Dave Gunnarson, Cliff Green arriving.

The weather was cool, such that we sat in the sun to warm up! The activity in the flea market was constant and I was very satisfied with my sales. I was able to sell (dispose of) some big items such as a Firestone tire and stand; large, oval Ford parts sign; '41 radiator; generator; and lots of prime literature.



Waiting on customers.

Our location was inviting to V-8 friends to sit awhile and discuss the future of the club. The declining prices of our Fords was a topic, evident by the beautiful '32 Ford deluxe roadster, asking \$47K and a '36 Phaeton for \$41K – in my opinion, a drastic reduction from several years ago!

Jim McDaniel bought beautifully chromed accessory front and rear bumper guards for his '51 Cruiser.

What parts that Dave Gunnarson did not sell were donated to the Foundation along with an LB upholstery kit from Bill Simons. These items will probably be seen again at the museum vendors spot at Hershey.

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The Central National Meet and More

by Bill Potter

Late Friday morning (August 23), Patricia and I were on our way to the Central National Meet in Auburn, IN. We pulled into a rest stop in eastern Ohio and were greeted by five other NVRG members: Cliff Green, Bill Selley, Dave Gunnarson, John Ryan, and Jim McDaniel. A moment before we connected, Cliff was overheard saying, "Hey, there's a guy wearing a V-8 T-shirt... Why, it's Bill Potter!" It was a chance meeting and start to our whirlwind five-day swing through the Midwest.

Once in Auburn, we discovered that we were all booked in the same hotel – another coincidence. After checking in, we made a beeline for the fabulous new V-8 museum and, of course, the swap meet.

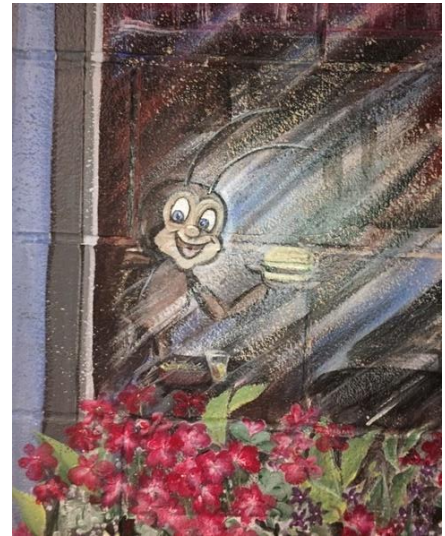
One point of interest listed in our packet was an antique tractor show in Portland, IN, about an hour and a half south of the meet. The next morning Patricia and I decided to go because it was touted as being the largest antique tractor show in the world and, besides, I grew up on a Ford 9N.





The show had been going on all week, and Saturday was the last day but it was still jammed and completely over the top! It was the Hershey of tractors with acres of swap meet vendors; about 100 hit-and-miss engines – all running; probably 100 restored tractors – many steam powered; countless arts and crafts vendors; and of course, an antique tractor pull contest. It was so vast we saw only part of it in our three hours there.

Back in Auburn, we visited the Auburn Cord Duesenberg Automobile Museum before cooling down at Cricket's Bar & Grille located next to the town square.



On Sunday we visited two of the five ACD service garages in the area as well as the National Automotive & Truck Museum. Twice a day we would stop by the swap meet to see what else showed up and to visit our fellow travelers.



We got on the road early Monday morning in order to get to the Gilmore Car Museum in Hickory Corners, MI, by 9 a.m. This had been on my bucket list for several years and if you haven't been there yet I urge you to go. Donald Gilmore started with a Pierce-Arrow project car in 1963 that his wife bought for him because she felt he needed a hobby. Today his collection consists of 400 restored cars in a dozen buildings on 90 acres and is the largest automobile museum in the United States. Upon entering the main building, we were immediately greeted by a stunning display of fourteen Duesenberg Model Js, all of them open cars and restored to the nines. Several of the buildings were old post and beam barns that were carefully disassembled and reassembled on the site.



The soaring timbers provided an interesting and historic backdrop for the rare and exquisite automobiles displayed below. Several buildings were marque specific: Cadillac cars in one building; Pierce-Arrow cars in another, etc. Not a single car in the collection had a rope rail around it which made taking pictures so much better. A person could easily spend a full day there but we pretty much saw it all in five hours.



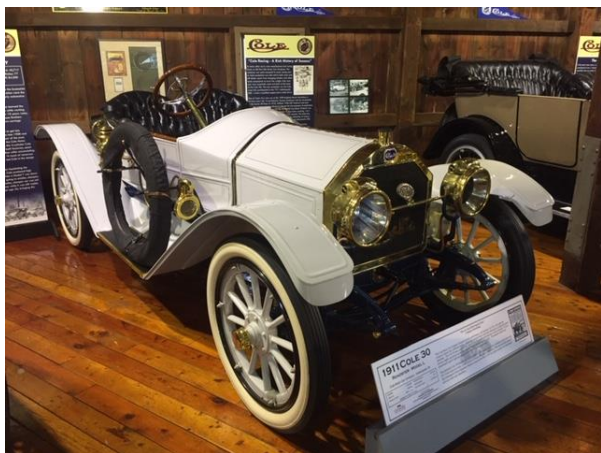
On our fifth and final day we decided to take in the Rock & Roll Hall of Fame Museum in Cleveland because, well, it was on the way home and it would be another new adventure for both of us. But that's another story for another time.

I'm thankful that Patricia enjoys visiting museums as much as I do. Ain't Love Grand?!

LABOR DAY WINNERS

The 20%
By Ken Burns

You could also call this report either "Five in a Row" or "Three in a Row." Stick with me here. The Clifton Lion's Club held its 20th annual benefit Labor Day Car Show across from the Volunteer Fire House on University Avenue for the third time since they outgrew the quaint Clifton village venue. Jim McDaniel was there early working as a volunteer parking director. He reserved a row of spaces next to his '51 Cruiser upon arrival. Cliff Green ('40 Woodie), Clem Clement ('40 MERC), and I ('41 black Woodie) arrived as a group and parked in line next to Jim.



Shortly after that, Benny Leonard ('30 Model A Deluxe Coupe) arrived and joined us in line. Directly behind me was Jim Gray and his newly restored Datsun 240Z. Other club members who showed up with cars were Hank Dubois ('35 Deluxe 3-Window Coupe), Phil Murray ('45 Pickup and trailer with the running V-8 demo engine in tow), Ed Mascali ('33 Hot Rod Pickup), and Steve Zimmerli ('67 Mustang Convertible). In addition, numerous club members showed up as spectators.



Back Row: Jim McDaniel, Steve and Stephanie Zimmerli, Dave Westrate, Ken Burns, Kathie and Jim Gray. Front Row: Art Zimmerli, John Lemon, Clem Clement, and Cliff Green enjoy the shade as the day got hotter.

Well, before I started rambling, I mentioned that five of us actually parked side by side. At the front of the line was Jim's '51 Cruiser.



It seems only appropriate that Jonathan Fahey, a candidate for Fairfax County Commonwealth's Attorney, would pose beside Jim's Cruiser.



Next in line was Cliff Green's '40 Woodie followed by...



Ken Burns' '41 Woodie, followed by...

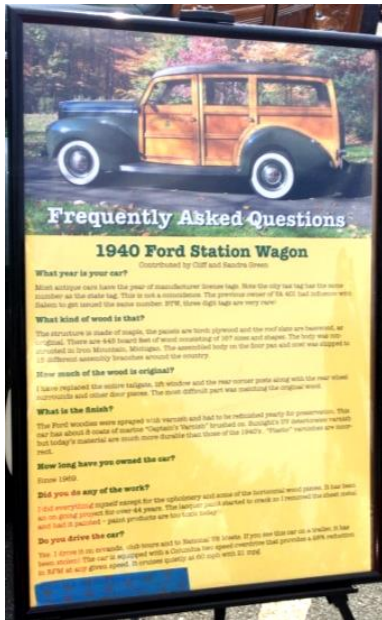


Clem Clement's '40 MERC, followed by...



Benny Leonard's '30 Model A Coupe.

And that, my friends, is what I mean by "Five in a Row." If you want to add a little something extra, you can always have a professional sign in front of your V-8.



Also seen at the show was Hank Dubois' '35 3-Window...



And Phil Murray's '45 Pickup



Okay, but what about this "Three in a Row" or "The 20%" nonsense? Well, the Lion's Club hands out Top 20 Trophies for vehicles chosen by registered car owners. As you might recall, NVRG members Cliff Green, Ken Burns, and Clem Clement were all parked side by side and we all ended up scoring Top 20 Trophies, so I figure that makes for "Three in a Row." Phil Murray also won Best Commercial for his '45 Pickup with a V-8, one cylinder head removed, running on the trailer. So, the NVRG went home with 4 of the Top 20 Trophies. And that's called 20% in my book!

CLUB BUSINESS

Early 2020 Dues

By Gay Harrington, NVRG Membership Chair

In keeping with many years of NVRG tradition, anyone wanting to pay next year's dues before the holiday rush may do so starting in October. The Hershey event has historically served as the beginning of dues collection. There is no pressure or necessity to pay early; this is simply a courtesy the club has extended to its members for many years. I'll be at Hershey all day the first day (Wednesday, October 9), and happy to meet up with you on one of the many fields. Bill Simons, our NVRG Treasurer, will be at Hershey for the week and will also be glad to accept early dues payments. You can reach us there by mobile phone (or let us know by email in advance) if paying at Hershey works best for you.



Our annual dues are set at \$25 and the club by-laws require that these be collected from December 1 (of the year ending) through January 31 (of the year being paid). Dues can be paid in cash or by check made out to NVRG. We currently have 141 member-families and I hope each and every one of you will renew for 2020. Our club *is* you! Thanks for your continued interest in early Fords/Lincolns/Mercurys and especially for all you bring to us to make the NVRG what it is—a group of talented and terrific folks!

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IN MEMORIAM

In Remembrance – Jane Wild

By Hank and Cindy Dubois

Jane Wild died on September 13, 2019, at age 92. She was born on Halloween in 1927. Jane and her husband Bob (who died in 2010) were members of the Early Ford V-8 Club, the Model A Club, and the Woodie Club for many years and were very active in

all three clubs. They especially liked Woodies and, at one time, owned a pair of '39s – a Standard and a Deluxe – and a '51 Woodie. They loved to drive their Fords and seldom missed an opportunity to participate in club tours or, for that matter, any other club events. Jane always brought her famous Snickerdoodles to share with everyone. She was very energetic and enlivened every event. At the V-8 Club Car Show in Fairfax one year she told a new member that her name was Jane Wild, "but you can remember me as wild Jane."

Jane and Bob met in September 1945, in Minneapolis, MN, when he was being processed for release from the Navy at the end of World War II. Jane and Bob were married a year later. In 1951, Bob was called back to active duty in the Navy and, during a long Navy career which included tours on the East Coast, the West Coast, and in the Pacific, Jane and family were often able to be with him.

While Jane was busy raising their family, she volunteered at her church and also developed interests in gardening and cooking and became famous for her cookies, especially Snickerdoodles. She and Bob became bridge players and they both enjoyed reading, playing scrabble, and doing crossword puzzles.

After Bob's retirement, they bought a 21-acre farm near Warrenton. They built a house and a large garage on that farm and moved there in 1982 where they lived for the next 16 years, raising black Angus cattle. Bob and Jane hosted a V-8 club tour to their farm during the early 1990s.

In 1998, they sold the farm and moved to their townhouse in Warrenton. To compensate for the loss of garage space, Bob built a large garage in Stuarts Draft, where they also hosted the V-8 club. In Warrenton, Jane volunteered at her church and at a nursing home and a health club.

Bob and Jane had three children: Jeanne Anne, Tim, and Beth; six grandchildren; and four great grandchildren.

A mass of Christian burial for Jane will be celebrated at St. John the Evangelist Catholic Church in Warrenton on November 2, 2019, at 2 p.m. Jane will be interred with Bob at Arlington National Cemetery at a later date. They are both greatly missed.



AT THE MOVIES

2019 Drive-in Movie Trip

By Susan Skiles

On Saturday, September 21, we decided to join up with the convoy of V-8s at the crab house on Route 29. While waiting, the owner and staff came out to check out our '34 Cabriolet. I initially thought the first man was coming out to tell us to move along but quite the opposite happened. The owner got us a menu and said he'd love to see his parking lot filled with old cars. Maybe a flash trip for lunch?

From where we were parked we could see about a mile down the road. Right on time we saw the caravan of V-8s: Ken and Helen Burns ('41 Woodie), Jim and Connie Baker ('31 Model A), Bill and Liz Simons plus Steve and Diane Groves ('49 Woodie), Cliff and Sandra Green ('40 Woodie) accompanied by Tobin and Pilot. Jim and Char McDaniel (modern car with air conditioning!) were the last in line and signaled to us to pull out. The drive to Middletown on Route 55 was as hot as it was scenic. Despite the 90-degree heat, we all made it to the Wayside Inn without incident and were able to get right into our rooms. Dick and Jan Shafer ('34 Victoria) drove on their own and joined us at the inn. Al and Mary Edwards ('51 Victoria) joined us for dinner and the movie.



For those of you who haven't stayed at the inn, it has loads of character – including squeaky floors, narrow stairs, and floors that aren't level. And wonderful AIR CONDITIONING! Room 6 now has a king size brass bed which we didn't expect. Dinner was filled with lively conversation and plenty of food. Peanut soup is the house specialty. Sandra's dinner didn't agree with her so she, Cliff, and the pups passed on the movie.



The car show at the drive-in at Stephens City was over by the time we got settled. Some folks were able to walk around to see some of the cars displayed before the movie. Dave Gunnarson found the group and stopped by to say hello. Steven King's "Christine" – about the haunted '57 Plymouth Fury – was the featured film. Not to ruin the movie for you, but Christine restored herself when defaced and killed off the owner and some of his friends.

There were many choices for the price included in breakfast Sunday morning – French toast, pancakes, eggs, bacon, and sausage, to name a few. The delicious fresh scones were raspberry and made on-site that morning. The Shafers left right after breakfast.

As the temperature was predicted to be in the 90s on Sunday, the side trip to Edinburg was abandoned in favor of a direct trip home. The Bakers, however, decided to go to The Salamander for a tour.

The drive-in movie was our first overnight trip with the club and the farthest from home we have ventured in our '34. We're looking forward to 2020's movie trip and many other tours with the club, as we had a great time.





TECH TIP

Thread-locking Fluid and More

By Mike Ready

I have used this stuff – threadlocker – ever since it came out. This is good information to keep on hand.



What Threadlocker Colors Mean: Let's look at each of these colors and what they indicate:

- Blue: Medium-duty glue that's probably the most common. Blue means the fastener can be removed with the same hand tool that installed it. It might take a little more effort, but it won't be stuck.
- Purple: Slightly lower-strength threadlocker than blue, formulated for smaller-diameter fasteners, like set screws. It gives up its hold a little easier than blue, which is a bonus if it's holding small screws (which have small driver fittings).

There's not a big difference in the effective holding power of purple and blue; just, again, that purple

works best on small (smaller than 0.25-in. diameter) threaded pieces and blue works best on larger threaded areas. Either of these threadlockers dissuades unwanted movement otherwise primarily induced by vibration. That is their job.

A good use of Red: Do this in place of staking screws. Glue goes on the mating surface and also the screws. Again, something like a screw can still be turned; it just makes the screw "sticky" in a way of looking at it. These have pretty much the same effect as the nylon insert inside a nut, as is familiar to mechanics.

- Red: Heavy-duty. Folks, this is stout stuff. Don't use it willy-nilly, think it through. It takes a whopping lot of heat – for longer than you might imagine – to break loose (especially a larger surface area parts pairing). And when I say a whopping lot, that means it's a good 500-degrees worth. On the other hand, whatever it's used on is forever done, the parts are patently solidified. There are different levels of red from different manufacturers, but all are considered permanent in their applications; there are small differences in formulations based on fastener area size.
- Green: Considered medium-to-high strength, green threadlockers are ideal for preassembled fasteners (e.g., set screws).
- Blue: Medium strength. Applied over a large area (like threads on a collar), blue or purple may well require some heat to turn loose, but a heat gun is usually adequate.

Another application of Red that sure makes brake installation easy! If you chose this route, just put the glue right back against the muzzle shoulder; that's all that's needed.

Three Things to Know About Threadlockers: In general, there are a few things to know about threadlockers, and this applies to virtually all of them regardless of strength.

1. It is absolutely necessary to get the threads and the threaded both down to their bare metal. Always (always) degrease all surfaces in contact with the glue. Use a residue-free degreaser, like brake cleaner, electrical contact cleaner, denatured alcohol.

2. Do not shortchange or disbelieve the manufacturer instructions: it takes a FULL 24 hours to cure! That's not "all afternoon," or even "overnight."
3. Threadlockers won't set or cure in the presence of air. You can drip a few drops on the bench and it will stay liquid until some great time passes and some evaporation occurs. Unlike epoxy (exactly unlike epoxy), threadlockers work best where there is only a tiny gap between parts. Epoxy doesn't really work well at all unless parts have been roughed up – it has to have a gap to seal to get maximum hold. This also makes excess threadlocker pretty easy to clean up and off unwanted areas.

Another thing to know, and keep in mind, is that these threadlocking compounds also inhibit corrosion. A mating of steel and aluminum can, over time, effectively weld the parts together. There are instances on an AR-15 where a steel screw is threaded into aluminum and other areas where these metals make flush contact. I'm not saying to use threadlocker for this reason, but it is a validation to use threadlocker! It won't hurt a thing and might save a day.

Lastly, there is also an anaerobic pipe sealant that I use for threaded items, be it pipe, bolts, or studs that contact liquids. Loctite brand comes to mind, with their Loctite 567 product the sealant I use.



DETERMINATION PAYS OFF

Crème Puff and the Lincoln Continental Meet

By Rusty Rentsch

Anya and I had a great weekend at the Lincoln Continental Owners Club Eastern National that took place September 19–22. We entered our recently acquired 1956 pink Lincoln Premiere, "Crème Puff." Days prior to leaving for the show, it was apparent that that our '56 was not ready for a national show. We received a lot of advice from former Lincoln judges and were warned about the strict authenticity requirements. One told us we had 40 hours of

leaning to do. We knew we had work to make it worthy of showing, needing to fix a lot of issues, replace modern hose clamps, install a lot of parts that were not fitted during its restoration...



Two days before leaving, a stream of motor oil and power steering fluid flowed out from under the car. Had to fix it. Tightening oil pump and pan bolts seemed to stop the oil leak. Torqueing on the pitman arm nut managed to slow the power steering leak. I was up till 4 a.m. replacing modern radiator and hose clamps with period band clamps, installing wire loom clips and decals, cleaning the engine bay.

I was able to fix the rear quarter window so it would retract, but gave up trying to get the rear courtesy lights and cigar lighters to work. Worse yet, the guy that was supposed to rent me a trailer never gave me his address and stopped communicating with me, so I did not have transportation. I knew I had only one option left, or give up on the show.

Departure Day

The day we were supposed to leave did not go exactly as planned.

1. Missed 8 a.m. departure time.
2. Spent morning and much of the afternoon getting the band clamps to seal and trying to fix the windshield washer and wipers.
3. One hose just would not seal and it took several tries to seal.
4. I shorted out the courtesy lights reinstalling the glove box. Did not think too much about it.
5. At 3 p.m., having fixed antifreeze and oil leaks, we made the decision to drive to Hyde Park! I looked at Anya and asked her if she was ready to go on an adventure.

6. Packed the car with spare oil, antifreeze, power steering fluid, a drip pan, clothes, and tools. Finally, we left Leesburg about 4 o'clock.
7. Hit traffic and at 4:30 pulled over to get gas. (Still in Loudoun County.) Went to pay for the gas and realized I had left my wallet at home. Money and driver's license be damned, we continued north. Our plan was to go as far as Gettysburg and decide whether we were completely crazy or just moderately crazy, and either go home or carry on.
8. The car was running really well. Sun was shining and the top was down. Could not be better, so we did not blink driving past Gettysburg.
9. Just past Hershey, we got on I-81 and almost immediately lost a wheel cover. At the next gas stop we pulled the remaining three caps off and filled the gas and power steering fluid and went onward.
10. Forty minutes later, in the mountains, the outside temperature began to drop. We pulled over to put the roof up and were surprised it did not work. (Remember that I shorted the courtesy lights.) Well, the power roof runs off the same circuit as the courtesy lights. Fortunately, I had spare fuses and solved that problem.
11. After sundown, around Wilkes-Barre we hit a lot of construction. Got off I-81 to I-84 to find more construction and single lanes with concrete barriers. The car was not happy on the rough highway, the bias ply tires did not like the ruts and cracks on the roadway. The car was weaving all over, getting pushed into other lanes and construction barriers. It took all I could do to keep the car in the lane. Anya and I were sure we were going to die.
12. We reached Hyde Park at about 1:30 a.m.

Touring Day

The first show event was Touring the Hudson Valley. It was a great day driving around through FDR and the Vanderbilt's estates. Everyone in the show liked the Premiere. Not only was it the only Premiere in the show, it was the only pink convertible, and maybe the only pink Lincoln they have seen at any event. The photographers took lots of pictures of the car. After spending time at FDR's estate and checking out all the other Lincolns, we were

scheduled to go to the Vanderbilt's coach house. Exiting FDR's estate, a Volkswagen let us out into traffic and followed us for about 10 miles, even through the Vanderbilt's estate. When we reached the Vanderbilt's carriage house, the driver of the VW came up to us when we parked just to take a picture of the car. Anya and she became good friends immediately. Maybe she will make it into the photo books of the event.



As we shared our story with the other participants, we were getting to know everyone and they were impressed that we drove the car up from Virginia. Started getting lots of interest from the members.

Finished off the evening installing the weather strip on the cowl.

Activity Day

Friday was a bus tour of the region. It was enjoyable going on a walking tour, visiting a motorcycle museum, and ending up at a winery. When I got back to our hotel, I realized I had lost my car keys. After calling everywhere we had been on the tour, I accepted that the keys were either in the trunk of the car or gone for good. So, I hired an Uber to take me to Lowe's to get some tools and Anya went to a dinner that was scheduled for that evening. I got back to the hotel with a drill and other tools and was able to break into the trunk. Unfortunately, the keys were not there, leaving me no choice but to put the drill to the ignition key set. I used a screwdriver to start the car and headed off the dinner.

Show Day

Show day was great! The show was at the Culinary Institute of America. Crème Puff was an attention getter. Still the only Premiere in the show. I had fun judging 41 Continentals and Zephyrs.

Anya put a lot of time into final cleaning. We talked to a lot of Lincoln owners and enjoyed hearing about their cars.



After the show was released, Anya wanted to go to a mall, so I dropped her off and found a nice place to park. When I went to start the car the battery was close to dead. Too many short trips did not give the generator time to charge the battery. Once I got it going, I drove it to the hotel and decided to leave the car connected to a battery charger. Good thing I brought a battery charger in the event of a dead battery.

We had to go to the awards banquet. The banquet was held at the Culinary Institute of America. Fantastic food was followed by good news. Anya won her class and a whopping big silver trophy. That made her very happy.



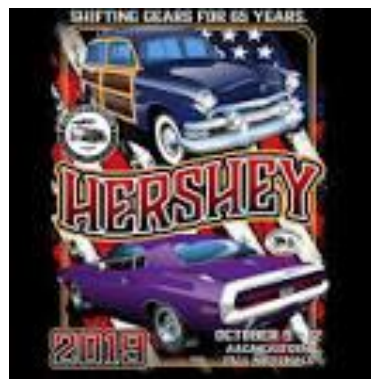
Return Day

The following morning I was getting the car ready to pack up and return. I saw the car had sprung another oil leak. It was severe enough that I was considering having the car transported home. I positioned a tire up on a curb to give me enough room to get under the car. It took me a few hours, but I was able to fix the problem. I thanked my dad, as it was his tool box I had brought with me. We got on the road and eventually got back to Virginia via the scenic routes off the major highways. All fun!

IT'S ALMOST HERE...

2019 Hershey Information

By Dave Gunnarson



If you are planning on attending the Eastern Fall Meet in Hershey on October 8–12 and would like to join fellow NVRG members, keep reading to learn about a few opportunities to consider.



Group Dinners

NVRG group dinners will be held at the Penn Hotel Sports & Raw Bar (600 Old West Chocolate Ave.) on Wednesday at 6:30 p.m. and at Duke's Bar & Grill (1715 E. Chocolate Ave.) on Thursday, also 6:30 p.m. Please RSVP to Dave Gunnarson and let him know how many in your party to expect. Both restaurants

fill up fast on Hershey week. On Tuesday night we informally meet for dinner at Fuddruckers (1221 W. Chocolate Ave.) at 6:30 p.m. and there's no need for advanced reservations – just show up.

Camping

The long-standing camping tradition continues. If you would like to camp any evening from Tuesday (10/8) through Friday (10/11), contact Dave Gunnarson for details. We share the camping permit costs and obtain a parking pass for your vehicle. You can wake up in the morning to breakfast and have a very short walk directly onto the flea market. At the end of the day, you can rest your feet, enjoy the beverage of your choice, and swap the day's stories until time to go to dinner.



Breakfast at the Flathead Grill

At the campsite at 7:30 a.m. on Wednesday, Thursday, and Friday, the Flathead Grill will be open for a hearty breakfast, and unlimited coffee, available to get your day started and energized. If you aren't camping and want to stop in and have breakfast to order, just let Dave Gunnarson know which day(s) you will arrive so he can ensure there are sufficient provisions for all.



Contact Information

The weekend before Hershey, an NVRG cell phone list and NVRG member Hershey flea market space list will be forwarded by email to all NVRG members. You can use these lists at Hershey to stay in contact by phone and to find NVRG members' spaces to drop in and chat or set down a heavy load.

TOUR FOR CHARITY

A Day at the Salamander

By Hank Dubois



NVRG tour participants around unique horse head sculpture at the NSLM in Middleburg, VA.

Our tour to the Salamander Resort in Middleburg, VA, on Sunday, September 8, turned out to be both an interesting and unusual event for participating members. Gathering at Fair Oaks Mall for the 9:30 a.m. departure were Cliff and Sandra Green ('40 Woody); Jim and Char McDaniel ('51 Sheriff's Cruiser); Ken and Helen Burns ('41 Woody); Dick and Jan Shafer ('34 Vicky); Dave and Barb Westrate ('39 Woody); and Hank and Cindy Dubois ('35 Coupe). The first leg of the tour was on Route 50 to Model A Club (GWC) member John Leydon's "man cave" garage in Aldie, VA, for a coffee break/rest stop. There we met up with NVRG members Jim and Edna Cross ('31 Cadillac Sedan); Rusty and Anya Rentsch ('56 Lincoln Convertible; Benny and Sharon Leonard ('30 Coupe); Clem and Sandra Clement ('30 Cabby); Jim and Cathie Gray ('31 Coupe); and Bruce and Loretta Metcalf ('31 Coupe); as well as a good number of other GWC members driving mostly Model A's, a couple of MGs, and a Mustang. We spent about an hour checking out John's superbly equipped and decorated garage that houses his nicely restored Model A Woody, Cabriolet, and Roadster. In addition

to some mighty fine work space, this garage has a nice office and rest room. John also had an extensive assortment of pastries, fruit, beverages, etc. laid out for us to snack on during our visit.



Right to left: Westrate's '39, Green's '40, and Burns' '41 Woody at John Leydon's "Man Cave" garage in Aldie, VA

To ensure our safe departure from his place (which has really limited visibility), John and an assistant, using red flags, stopped the traffic in both directions on Route 50 while the approximately 25 cars pulled out onto the road heading west to Middleburg for our next stop, the National Sporting Library & Museum (NSLM). It took about 15 minutes to drive to the NSLM, where we met up with members Dave and Susan Skiles ('34 Cabby) who were unable to join the group earlier due to starting issues which Dave was able to at least temporarily resolve. John Leydon had arranged for a special group rate of \$5/person for us at the NSLM where we were able to view an extensive array of sporting art housed in a beautiful 19th-century former estate home. As you might expect, the artwork focused primarily on thoroughbred horses and the sports associated with them, e.g., racing, fox hunting, etc., although other outdoor sports like fishing, bird hunting with dogs, etc. were also represented.



Hank Dubois, Dave Westrate, Jim Cross, and Dick Shafer admire unique artwork at the NSLM in Middleburg, VA.

We only had about an hour to spend at the NSLM but it was enough to get a sense of the art displayed there and, for those of us more interested in the subject matter, to whet our appetites for a possible longer visit in the future.

It was only a 5-minute drive from the NSLM to the Salamander Resort which is located about a mile north of Middleburg at the end of a long and winding drive through the resort grounds. The event we were participating in was being held at the Salamander's Equestrian Center and we were there in plenty of time to park our cars for the 1-3 p.m. classic car display. NVRG members joining us at the Salamander were Jim and Connie Baker ('31 Town Sedan) and Wayne and Jane Chadderton ('53 Sunliner). In addition to NVRG and GWC members' cars, there were a number of local classic cars represented in the approximately 40-car display. These included a couple of vintage Porsches and a '30s Packard Roadster replete with golf club door in the rear quarter.



Falconer and his falcon at the Salamander Resort in Middleburg, VA.

The volunteers and supporters of the Seven Loaves Food Pantry in Middleburg (for whom this event was being held) seemed to really enjoy viewing the antique and classic cars on display and talking to the owners about them. In appreciation for displaying our cars, we were treated to an open bar with a variety of wines, beers, and soft drinks, and then to a nice barbeque lunch with lots of sides and desserts, all prepared by the Salamander. After lunch, I had intended to check out the "new to me" cars on display when I noticed a couple with a handsome Brittany dog on a leash and I was immediately

attracted to him. I introduced myself to the couple and spent the next 30 minutes (or more) talking to them about Charlie, whom they had recently adopted, and about Brittanies in general. By now, however, the event was wrapping up and it was time for us to leave.

Several members of our group had things to attend to after the event and drove directly back, but the rest of us (Baker, McDaniel, Skiles, Burns, Westrate, and Dubois) took the road less travelled back home as planned. After going back to Middleburg, we took Route 626, a scenic V-8-friendly drive, from Middleburg to The Plains, where we picked up Route 55 to Gainesville. In Gainesville, we got onto Route 29 which took us through the Manassas Battlefield Park and then back to Fairfax.

All in all, this was a great tour/event. The weather was nice, we were able to participate/cooperate with the GWC in an event, we assisted in a worthwhile cause, we enjoyed some good food and drink, and we drove and enjoyed our cars over a 65-plus mile tour. In a nutshell: good friends, good food, and good cars!

After lunch, we will continue down to the Piney Point Lighthouse Museum & Historic Park for a tour and, if time permits, we will drive to Point Lookout to visit the remains of a Civil War POW prison. Late afternoon, we check in to the Hilton Garden Inn and then go to dinner at a local seafood restaurant.

Saturday morning, we visit the Patuxent River Naval Air Museum with its vintage planes and flight simulators, and where, for \$10 former pilots and pilot wannabes can test their flying skills. After lunch, we board the Wm. B. Tension for a one-hour charter boat ride. Later, we visit the Calvert Marine Museum and the Drum Point Lighthouse, followed by dinner at another local restaurant. We depart for home on Sunday morning following a 10 a.m. brunch at Zahniser's Dry Dock Restaurant.

Please let me know if you are planning to join us so I can keep an accurate head count. Email me at: bsimons@rustinsurance.com. For your hotel room reservation visit the special [Hilton Garden Inn web page](#) that has been set up for our tour. I have tried it and it works great!

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FALL TOUR

Fall Tour to Solomons Island, November 1–3, 2019
By Bill Simons



Lighthouses, Naval Air Museum, charter boat ride, and great seafood – What's not to like? Join us for the club's annual fall tour to visit a number of historic sites in southern Calvert and St. Mary's Counties, MD. We will depart from a convenient spot in Springfield (TBD) about 10 a.m. on Friday, November 1, and, after crossing the Wilson Bridge, we will take back country roads to Leonardtown for lunch at The Front Porch restaurant.



Because the Eastern Fall Meet in Hershey takes place October 8–12, the October membership meeting is scheduled for the third Tuesday in October (10/15), not the second Tuesday, as usually scheduled. Note your calendar!



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

VEHICLES FOR SALE

1934 Ford Standard Fordor. Fully restored. All Henry Ford steel, new Cartouche interior, recent Brewster green paint done over bare metal. Car started off life as a V8 but was converted to a Model B in the early eighties. New tires. Price 22k. Call **Barry Wertheimer** at 301-404-3746 or ibwerth@aol.com. (08/19)



1930 Ford Model A Town Sedan: Offered for sale is this beautiful, fully restored, 1930 Ford Model A Town Sedan. This Briggs-bodied stunner was restored to an extremely high standard. Painted a

gorgeous teal with brown mohair interior, it is accentuated by a host of accessories and options including a thermo quail radiator cap, fog lamps, hood prop, Rex-A-Co temperature gauge, and a charming flower vase. Vehicle is fresh with just under 6,000 miles on the odometer and an undercarriage that is as clean on the underside as it is on the top. Although it may be mistaken for a show car, this Model A was restored to perform as good as it looks, with a completely rebuilt drivetrain and modern mechanical upgrades including a Nu-Rex extra high output alternator and 8-volt battery, as well as safety upgrades including turn signals and fuse mount. Asking \$26,900 OBO. Please don't hesitate to call **George** @ 703-969-1715 with any questions, to schedule a test drive, or make an offer. (08/19)



1932 Ford Sedan Project. Former NVRG member Ralph Bradley's 1932 Ford Sedan project car is up for sale. The car as it exists, parts totaling over \$30K; all paperwork and tools are being sold as a full package for the asking price of \$20K. Ralph's wife/widow Jackie wants it all to go to someone who likes this car and wants to finish restoring it. Located in Scottsville, VA (15 miles from Charlottesville). Additional photos upon request. Contact **Jackie Bradley** at 434-996-5062. (07/19)



1936 Ford Deluxe Fordor Touring (early). Needs complete restoration. Car is complete but is a project car. Priced around \$2,000. Car is in Southern Maryland. Contact **Jim Crawford** for owner information. 301-752-0955. (07/19)



1940 Ford Deluxe 5-Window Coupe. Fully restored with black exterior and tan cloth interior. 2012 Dearborn Award winner. 3500 miles on V-8 flathead engine since overhaul. All gauges, heater and fog lights work. Car runs and drives great. Stored in humidity controlled garage. \$49,500. **Bill Chaney**, (804) 776-7597, flihi@va.metrocast.net. (07/19)



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@com-cast.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)



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

V-8 Parts for sale at bargain basement prices: 1. Two V-8 flywheels; 2. Two V-8 top loader transmission cases; 3. Full set of transmission gears, bearings, and seals; 4. Unusual belt-driven governor for V-8 engine which mounts beside intake manifold. **Stan Johnson**, Fordyhorses@aol.com, 703-644-0758. (09/19)

UST 3500 Watt Generator: Like new, only 18 hours on run time meter. 196-cc overhead cam 6.5 hp gas engine. Quick starting. Mounted on wheels for easy movement. Two 110v outlets. Can run refrigerator when power is out, or run power hand tools. With instruction manual. \$150. **Stan Johnson**, 703-644-0758, Fordyhorses@aol.com. (09/19)

LL Bean (Schwinn) Women's Bicycle: High-end, beautiful blue, Sport Cruiser 7, built for women 5'0" to 5'4", dual hand brakes, 7 speeds, comes with basket and lock, \$125. **Stan Johnson**, 703-644-0758, Fordyhorses@aol.com. (09/19)

Portable Pressure Washer: 1600 psi Greenworks with all hoses, nozzles and soap dispenser. Instruction manual. Used very little. \$60. **Stan Johnson**, 703-644-0758, Fordyhorses@aol.com. (09/19)

1950 Mercury Engine: Complete with carb, air cleaner, water pumps, etc. Come see, \$500. / **1951 Ford Engine:** Numbers matching. Engine in car and running. \$350 w/o transmission or \$400 with transmission. / **1984 Ford Mustang Engine:** 5.0 litre

(302c.i.). LTD/LXi, 112,000 miles. Runs great, \$500. / **1975 Ford Engine:** 351c.i. V-8. \$200. / **1975 Mercedes-Benz Engine & Transmission:** 137,000 miles. \$500. / **1996 Ford Explorer Engine:** 112,000 miles. Runs great. \$500. / **1956 Ford 312/292 Engine & Transmission:** Numbers matching, standard trans. \$250. / **1990 Ford Country Square Station Wagon:** \$1500 or best offer. / **Ford 15" Rims:** 4-1/2 bolt pattern, off Explorer/Ranger pickup. / **Engine Puller:** (Harbor Freight) \$100. / **Heavy Duty Metal Square Stand:** \$25. / **1996 Ford Explorer sunroof.** / **1949-1955 Rear Ends.** / **1949-1953 Ford 239c.i. Crankshafts** - stock size. / **Ford 289-302c.i. Windsor Heads.** Call **Steve Groves** for info before 9 PM at 301-530-7411. (09/19)



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)



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)

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)

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

1939 to 1951 Ford Woody wanted. Must be running. Call or email Cliff Harding at 540-907-6374 or jhardin@va.metrocast.net. (10/19)

Driver quality 1935-36 Pickup wanted: Contact **Nick Arrington**, nta1153@verizon.net or 703-966-8422. (01/15)

PARTS & ACCESSORIES WANTED

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

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



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

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

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

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

PARTS & ACCESSORIES FREE

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)

2020 NVRG Calendars Are Now Available!

This is our 15th consecutive calendar and once again we present 12 completely new cars and trucks owned by NVRG members. These calendars are great for Christmas gifts or for your very own man cave.

Calendars will be available for pickup at Hershey, our October and November monthly meetings, and the Holiday Gala (if they last that long). This is a fund raiser for the club.

The calendars still cost only \$15 (you pick up) or 1 @ \$17.00 or 2 @ \$2.35 (by mail). Call Cliff Green for postage fee if you're ordering more than 2 calendars.

Paying by check? Make the check payable to **NVRG**. Send to: 6214 Militia Ct., Fairfax Station, VA 22039 Call Cliff with questions: 703-426-2662.



Early Ford V8 Club of America
2020 Eastern National Meet
Morgantown, PA
June 15-18, 2020
www.NCR36.com



The below link takes you to a 20-page information file about the 2020 EFV-8 Eastern National Meet in Morgantown, PA.

It contains all the information developed for the meet, including registration forms, schedules, social events, driving and bus tours, the meet venue and hotel, even down to the meal menus. The dates are June 15–18, 2020. Please look the information over and consider joining us for a busy and memorable meet. Also, feel free to forward this information to other club members in your region and to your newsletter editor to use in their publication.

If you register early and stay at the host hotel for 3 or more nights you will be entered in a drawing which will pay for the hotel room. Please contact me if you have any questions.

The host hotel is the Holiday Inn, which is attached to the Classic Auto Mall, which contains over 1000 cars, 450 of which are barn finds. The phone number to make hotel reservations is 610-286-3000 and the code for our meet is EFV.

Click [here](#) to open the file.

Norm Heathcote - Registration Chairman
305 Gwynnbrook Avenue
Owings Mills, MD 21117
(P): 410-356-3459 / (C): 410-227-2040
email vomllc@hotmail.com

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






NVRG 2019 Calendar



October	
9	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
9-12	2019 Hershey Eastern Fall Meet – Hershey, PA
15	Membership Meeting – 7pm – Nottaway Park. Program: Hershey Review (October 9–12), full membership – Refreshments: Bill Potter
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
19	Rockville Show – Rockville, MD
29	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.
November	
1–3	Fall Tour – Solomons Island – See details on page 20. Contact: Bill Simons bsimons@rustinsurance.com .
12	Membership Meeting – 7pm – Nottaway Park. Program: Plastic Parts Reproduction – Refreshments: Leo Cummings
13	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
26	NVRG Board of Directors Meeting – Red, Hot, & Blue (Graceland Rm.), 4150 Chain Bridge Rd. (Rt. 123), Fairfax, VA 22030. Dinner at 6:30; meeting at 7:30. All are welcome to attend.
December	
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
14	Holiday Gala – Details forthcoming
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
	No Board of Directors meeting this month.

Down the Road



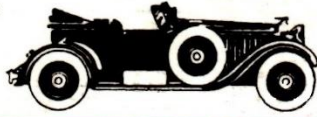
-  October 19 – Rockville Show
-  November 1–3 – Fall Tour to Solomons Island
-  December 14 – Holiday Gala

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