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# Value Blatter

*Early Ford V-8 Club of America*



by Jim LaBaugh

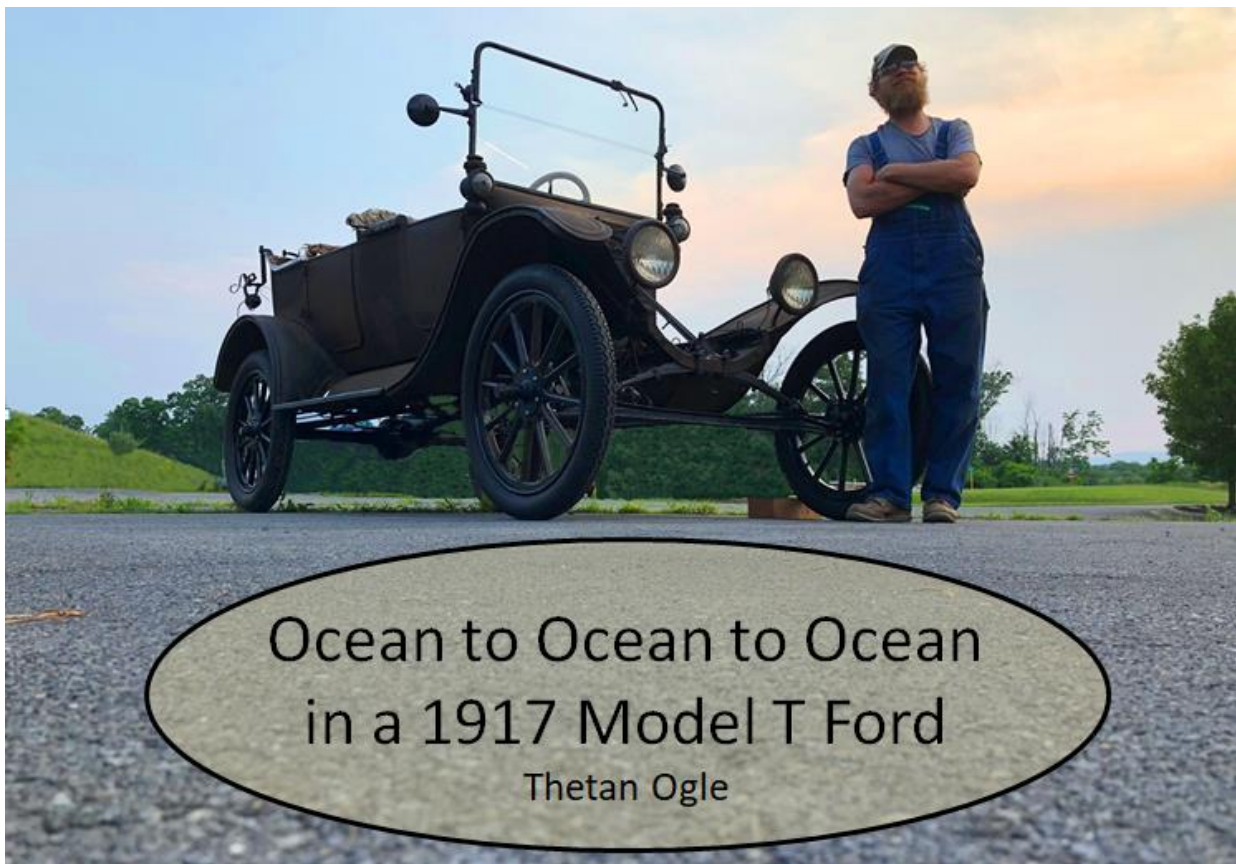
*Northern Virginia Regional Group #96  
Chartered December 11, 1977*

*Volume XLII, No. 2*

*February 2020*

*Stephanie Beavers - Editor*

## *Thetan Ogle's Amazing Ocean to Ocean to Ocean Journey in a 1917 Model T Ford*



Ocean to Ocean to Ocean  
in a 1917 Model T Ford

Thetan Ogle

*By Hank Dubois*

By the time the January meeting was scheduled to start, it was pretty clear that NVRGers were looking forward to something special, since there was standing room only in the meeting room! That "something special" was the program for the evening, a most interesting and entertaining account of member Thetan Ogle's amazing cross-country trips last summer in his 1917 Model T.

# *Up Front with the [Vice] President*

## *February 2020*



### Vice President's Message February 2020

Fellow V-8'ers,

Since President Ryan is off in Egypt, I have the responsibility of providing THE MESSAGE this month.

I wonder how many of you recognize what your Board of Directors accomplish on the last Tuesday of every month. The 13 members listed on the bottom of this page meet at the Red Hot & Blue in Fairfax and direct the operation of this club. We conduct business there rather than take up time at general membership meetings. Very few items require response or a vote from the troops – only the nomination of officers and changes in the bylaws (which are coming up!). All planning for activities such as the poker run, garage tours, annual picnic, car show, and holiday party is generated by this group. Important matters, such as the yearly budget and financial report are promulgated in the Valve Clatter. All events have run smoothly because of all this behind-the-scenes work! Many hours are spent to make this club function – much of it work done without proper recognition. So, if you had a good time at a function, thank the board member responsible. An “Atta boy/girl” goes a long way!

A few statistics on our annual calendar project: 140 calendars were printed at a cost of \$4.90 each; 34 issues were complimentary to sponsors of our car show trophies, newsletter advertisers, and guest speakers; the free ad in the *V8 Times* generated 14 sales; our net profit from sales was \$732.62 (I was disappointed at how many of our members did not support this fundraising project); 8 of you ordered multiple copies.

Now is the time to do your tune-up! The distributor needs attention. As the fiber rubbing block wears down on the cam, the ignition becomes more retarded. The car likes to start retarded (like the Model A), but needs advance to perform. If you have driven your car more than 4,000–5,000 miles, it should be tuned! And don't forget to oil that front bushing on prewar models!

Your opportunity to exercise your Ford will be the trip down to the National Museum of the Marine Corps in Triangle. It has been remodeled considerably. We will drive down old-car-friendly Route 1. Afterwards, lunch in Occoquan. See inside for further info.

VP Green

2020 NVRG Officers and Terms	2020 Directors and Terms	Committee Members
President – <a href="#">John Ryan</a> (2020–21)	Membership – <a href="#">Gay Harrington</a> (2020–21)	Fairfax Show – <a href="#">Dave Westrate</a>
Vice President – <a href="#">Cliff Green</a> (2020–21)	Programs, Refreshments – <a href="#">Dave Gunnarson</a> (2020–21)	Tours Chair – <a href="#">Hank Dubois</a>
Secretary – <a href="#">Nick Arrington</a> (2020–21)	Webmaster, Property – <a href="#">Ken Burns</a> (2020–21)	At-large – <a href="#">David Skiles</a>
Treasurer – <a href="#">Bill Simons</a> (2020–21)	Sunshine – <a href="#">Keith Randall</a> (2020–21)	At-large – <a href="#">Jim LaBaugh</a>
	At-large – <a href="#">Jim McDaniel</a> (2020–21)	

## *Ocean to Ocean, cont'd.*

President Ryan opened the meeting with the Pledge of Allegiance and a couple of announcements and then turned the floor over to board members who provided updates on club matters and activities. The 50/50 drawing was next, with the winning member graciously donating his winnings to the club treasury – thank you! Members then headed to the refreshment area where they were treated to cake with ice cream and soft drinks provided by Cliff Green. After enjoying these treats, members made their way back to the meeting room for the evening's much anticipated program.

At our February 2018 meeting, Thetan, after presenting a very informative program on stainless steel repair and restoration, told us about a very original 1917 Model T Touring he had recently purchased and his plans to enter it in the Model T Club's special 30-day Ocean to Ocean Tour scheduled for June 15–July 15, 2019. This tour, from Tarrytown, New York, to Seattle, Washington, was to be a rerun of the Club's 2009 Ocean to Ocean Tour which commemorated and reran the original Ocean to Ocean Endurance Contest of 1909 that was won by a 1909 Model T.



That car went from New York City to Seattle in 23 days but was disqualified 5 months later when it was learned that its engine had been replaced along the route. This was a violation of the contest rules but, by then, Henry Ford had taken full advantage of the “win” to promote the merits of his Model T and, as they say, the rest is history!

Although Thetan's T was a survivor and in good original condition, it was, after all, over 100 years old

and would require some serious attention if it was expected to participate in and complete the tour. Thetan said that, although he had two years to prepare the car, his “real” work got in the way and much of the work on the T was done in the two weeks before the start of the tour! He wanted his T to be historically correct, so any repairs or modifications made to the car had to be strictly “of its period,” which meant that such things as electric starting, ignition upgrades, demountable rims, etc., weren't even considered.

An Amish craftsman in Ohio was selected to rebuild the T's original wood spoke wheels and, instead of just applying a clear finish to them, Thetan stained them first with a grey stain to get the right patina before applying the finish.



Some of the other things that were done to make the T tour ready included:

- Installing a period-correct Ruckstell rear end to provide an intermediate gear between the T's two forward speeds. This intermediate gear would be particularly useful on long, moderate hill climbs where the T's low gear is too slow and its high gear causes the engine to lug down. The Ruckstell also provides granny low and granny reverse gearings which are useful for parking or moving the car around in tight spaces.
- Installing period-correct external drum Rocky Mountain Brakes to the rear of the car to greatly improve upon the T's notoriously minimal transmission brake. This modification is pretty much

mandatory for safe driving in hilly and mountainous areas.



- Fabricating and installing a period-correct supplemental “wishbone” to the bottom of the front axle, which greatly strengthens the front end and prevents “axle twist,” which was a common problem with early T’s where the original wishbone was attached only to the top of the axle. Like the Rocky Mountain Brakes, this modification is pretty much mandatory for safe driving, especially if rough roads or potholes are encountered. Thetan managed to get a couple of steel splinters in his right eye while doing this and, while he was able to remove one of them with a piece of paper, he had to get professional help to remove the rest!



- Rewiring the car with period-correct cloth-wrapped wire and rebuilding the head and tail lights.

- Installing an original top which a T owner friend had replaced with a new one. The top was complete with side curtains and fit and looked right at home on Thetan’s T, but was admittedly “a little tender.”



Of course, the engine and transmission had to be rebuilt, and that job was handled by a friend and McPherson College classmate of Thetan’s who just happens to be a Model T expert. The engine was delivered, installed and ready for break-in about a week before the start of the tour. The engine was started and run for about 45 minutes when it locked up! Thetan’s initial reaction was that the engine was toast but his friend said, “No problem, we’ll just let her cool down and then fire her up again.” They did, and, after running for 3 ½ hours, it was running just fine and not overheating.

The next thing to deal with was Thetan’s Model T driving ability, since he’d never really driven one. A couple of friends gave him some “instruction” and driving tips and, by the start of the tour, he had six hours or so of driving experience under his belt! His friend, Greg, agreed to accompany him on the tour, drive the T at the beginning of the tour, especially around the NYC area, and share the day-to-day driving on the tour.

Another friend, Neil, with a truck and trailer, volunteered to take the car to the tour starting point in Tarrytown, NY, on June 15, and then accompany the tour, thus providing a backup plan for Thetan in case of breakdown as well as transport back home when the tour was over. The trailer was well provisioned with spare parts and supplies – “most everything except a spare engine,” according to Thetan. Everything went according to plan until the tour reached

Goodland, KS, in the northwest part of the state, when Neil was called home due to a family emergency. Left without his backup, Thetan selected those spare parts and supplies that he would most likely need and could carry in the T and hoped for the best!

After filling us in on all the preparations that were made, Thetan showed us about 80 pictures (with quite a few selfies showing his ever lengthening red beard) that he took during the 30-day tour and gave us an interesting and entertaining description of some of the events and situations that occurred along the way. Among these were:

- Driving the T into Manhattan early Sunday morning at the start of the tour before heading across New York State.



- Driving the T next to Niagara Falls.



- Driving in heavy rain in Ohio, which really put the old original top to the test and required copious amounts of blue masking tape on the windshield's seams.
- Preparing hot meals using an accessory Model T exhaust manifold cooker. Thetan said the exhaust manifold next to the no. 4 cylinder was the hottest, so regular stops were necessary to stir the cooker's contents to avoid burning! Dishes prepared included chicken parmesan, meat ball subs, and barbeque ribs.



- 3-day stop in Detroit and Dearborn, MI, to visit Ford sites like the Piquette Avenue Plant, birthplace of the Model T; to make needed repairs; to do laundry; etc.
- Gathering of all 30 tour participants in Goodland, KS, at the spot commemorating the only place on the original Coast to Coast Endurance Contest of 1909 where all five participating cars were photographed together. The 55 participants on the 2009 Model T Ocean to Ocean Centennial Tour also gathered there.
- Overnight stay at the vintage Virginian Hotel in Medicine Bow, WY, where V-8ers also stayed

during the Early Ford V-8 Grand Tour across America in June 2013.

- Visiting the monument near Twin Falls, ID, commemorating Evel Knievel's failed 1974 attempt to jump the mile-wide Snake River Canyon in a rocket-powered cycle.
- Driving on some poorly maintained remnants of the old Lincoln Highway in Idaho and Washington.
- Having a 20-something couple on the tour in a '26 T Sedan with 2 toddlers who needed regular diaper change stops!



- Visiting Seattle, Washington, tour destination sites like the Space Needle, City Center Fountain, and Bubble Gum Wall.



Of the 30 T's that started the tour, 28 actually finished. Thetan commented that the two T's that failed to finish had "modern improvements" that weren't true to 'ole Henry's original design and that probably contributed to their demise! He also emphasized that daily maintenance of the cars was critical to their reliable performance, and tour participants were scrupulously careful to check their cars every morning before heading out and to monitor and adjust gas/water/oil levels throughout the day. Tour participants drove their T's about 4,000 miles through 11 states, driving on two-lane paved secondary roads most of the time. Average cruising speed was 36–38 MPH, occasionally going up to 45 MPH with downhill speeds up to 50–55 MPH. Tour cars generally travelled in groups of five that were spread out to accommodate passing by modern vehicles. Daily mileage logged varied from 75 to 225 miles depending on road conditions and if any late-day activities were on the agenda. Overnight accommodations were pre-arranged at local hotels and motels, and food was obtained on the road primarily at local restaurants, with individual variations like food prepared in exhaust manifold cookers as previously described.

Upon completion of the tour and with the loss of his backup plan, Thetan had to decide what to do next: have his T shipped back to Virginia or press on and drive it back to Virginia. He decided to drive back and to team up with a fellow tour participant from Florida, who was also willing to drive home. Thus he'd have a travelling companion for a good share of the trip. Unlike the trip west though, the trip east would be on a significantly tighter budget with primitive camping most nights instead of hotels and economical eating instead of restaurants. The other guy had GPS capability and volunteered to lead the way on back roads from Seattle to Rt. 101, the Pacific Highway, in northwest Oregon. But, what seemed like a good plan, immediately fell apart on Day One, as the two travelers found themselves on or in a flooded woodland trail in Oregon.



To add to this quandary, the other guy stalled his T's motor. Using an early T-era practice (to avoid getting his feet in the mud and water), he climbed out onto the front of the car and cranked the motor back to life! They were able to turn around and find another route but managed to get lost again that day on a logging road before finally making their way to Rt. 101.

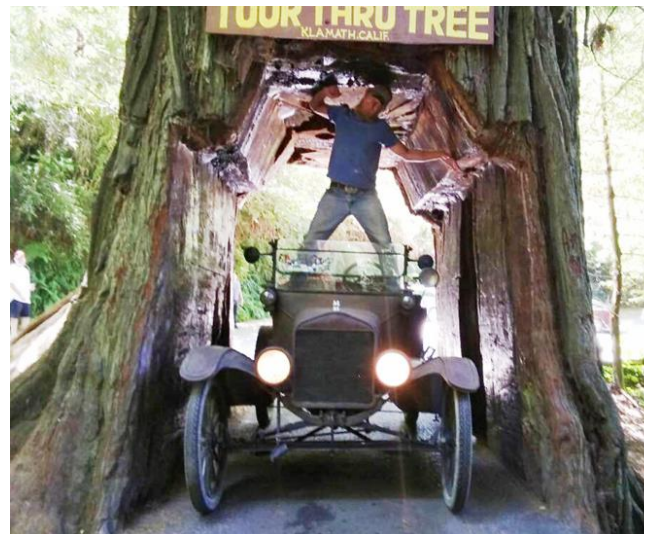
and visiting with some local Model T's and then christening their T's with Pacific Ocean water.



A visit to Redwood National Park near Klamath, California, where Thetan was able to drive his T through a redwood "tunnel tree," was a high spot on this part of the trip.



The two T's then headed down Rt. 101 through Oregon into California, but not before meeting up



Shortly after this, the Ruckstell shift lever on Thetan's T broke and he had to replace a front tire which had blown out. He was able to replace the tire with one of his spares, but the shift lever required a visit to a local garage where he was charged \$50 for a weld repair that he said looked like "chicken poop." After that experience, plus having to pay exorbitant gas prices of up to \$5.50/gallon, Thetan said he was ready to move on out of the Golden State! So, the two T's headed east over the Sierras to Lake Tahoe.



After driving partway around Lake Tahoe, the T's headed south into Nevada through desert country toward Las Vegas. On the way, they got onto an unpaved road that became narrower and narrower and rougher and rougher. Thetan showed us several pictures of this road and I was reminded of *Horatio's Drive*, the Ken Burns production about the first automobile crossing of the country in 1903. This was our August 2019 meeting program and, in the film, quite a number of the so-called roads Dr. Horatio Nelson Jackson encountered in the west didn't look that different from the road that Thetan and his friend faced!



Upon reaching Las Vegas, the two T's were driven into town and onto the Strip.



While in Las Vegas, Thetan's friend was notified of a family emergency and had to return home to Florida after arranging for the shipment of his T. He volunteered to help Thetan get his T shipped back to Virginia, but Thetan decided to finish the trip solo. Over the next nearly three weeks, Thetan made his way across Arizona, New Mexico, the Texas Panhandle, and Oklahoma, then into Arkansas and



Louisiana, across Mississippi, then into Alabama, Tennessee, Georgia, South Carolina, North Carolina, Kentucky, and, finally, Virginia, with Florida being the only southeastern state he didn't visit. Needless to say, he had plenty of things to tell us about what happened on this part of the trip. Among them:

- Driving the T to the Hoover Dam before heading south into Arizona.



- Driving on portions of old Rte. 66 in Arizona.
- Talking to a fellow at a stop light in Arizona and being invited for a beer at a local bar, then for dinner with the man's family at their home, and then to spend a much appreciated and restful night in their air-conditioned motor home camper!



- Asking the minister of a country church if he could camp on the church grounds and being told that the church didn't cater to "vagrants." After explaining that he really wasn't a vagrant but was an upstanding, self-reliant gent on his way home, he was invited to camp on the premises, given ice cream by the kids who were putting on a program at the church, and also invited to join the congregation for dinner later that evening!
- Attending a town festival in tiny Fence Lake, NM, and being invited to enter their car show, which was essentially a handful of wheeled creations that resembled rat rods. Not wanting to detract from or compete with the locals, he agreed to show his T for display purposes only. He was also invited to a community meal featuring dishes made by the local folks – "the best meal I had on the entire trip," he said!



- Camping at a state park near Fort Sumner, New Mexico, being eaten alive by mosquitos, and not having any bug spray to defend himself with – “I don’t think I got 5 seconds of sleep!” he said.



- Being treated to some awesome sunsets, especially in Arizona and New Mexico.



- Treating the T to a much needed oil change in Paducah, Texas.
- Surviving the hottest weather of the trip in Oklahoma.



- Having a rough-running motor in Arkansas that he was afraid to shut off for fear of not being able to start it again. The diagnosis, conducted behind a car wash to avoid a crowd of onlookers, revealed the problem to be only a bad coil box and, as it turned out, the only coil box failure on the whole trip!
- Driving the Natchez Trace Parkway through Mississippi into Alabama.



- Visiting Elvis’ boyhood home in Tupelo, Mississippi.



- Waiting out two days of rain at a friend's home in Huntsville, Alabama, and really enjoying some home-cooked meals, hot shower, and a comfy bed! His T was parked in the garage (first time in over six weeks) and his friend repaired the coil box that had failed in Arkansas!



- Fixing the second flat tire of the trip on Rte. 11 in Virginia, on the final approach to his home in Winchester.



- Home at last – August 9, 2019!



In addition to the numbers already cited, here's a few more to sum up Thetan's amazing journey:

- Approximately 10,000 miles traveled in 54 days through 33 states.
- Average fuel consumption of 15 miles per gal.
- 300-325 miles driven per day on the return trip (75-225 miles per day on the outbound trip).
- Total repairs and replacements – 2 tires, 1 coil box, and the Ruckstell shift lever.
- Number of days driven with the top up – 2.

Thetan said it was a great privilege and opportunity to be able to travel through, and see so much of, our great country and to have that experience in a slower-paced open car where you feel more connected with your surroundings. He also told us that he was overwhelmed and humbled by the friendliness and hospitality of the people he met along the way and that the experience has changed him for the better. Thank you, Thetan, for affirming that those qualities still exist in America, and thank you for sharing your amazing Ocean to Ocean to Ocean Adventure with us.

## MEMBERSHIP UPDATES

### NEW MEMBER WELCOME

By Gay Harrington

Welcome, Bob Kuhn!

Our NVRG welcomes our newest NVRG member Robert (Bob) Kuhn. Bob lives in Falls Church, VA, and, although he doesn't own an early Ford/Ford product V-8, he has an interest in these and other types of cars. Bill Simons introduced Bob to several NVRG members at the January membership meeting, where we all enjoyed Thetan Ogle's lively and fun presentation. Welcome, Bob Kuhn!

### IN MEMORIAM

Member Gary Franklin of Leominster, MA, recently passed away. Gary became the 149<sup>th</sup> member of the NVRG in 2016, albeit one of our long distance members.

Although he was living in MA at the time, he was raised in Arlington "back in the day." Here is what he shared with [membership coordinator] Gay in an email after he joined the NVRG:

*Thank you for the welcome. Looking forward to receiving the Valve Clatter via email in the future. I have a copy of your Technical Tips publication and found it very useful. Attached are two photos of my '41 Ford Super Deluxe Opera (jump seats in back) Coupe with original flathead V-8.*

Regards,  
Gary

*P.S. I grew up in Arlington, VA, and in the '50s went cruising at Tops Drive Inn on Glebe Road and also on Lee Highway in a '47 Ford Convertible. If there are any local old timers in the club, they may remember Tops Drive Inn and also racing on "H" Road, as we called it then (the beginning of the George Washington Parkway). At that time, it went from around the 14th Street bridge to the present CIA location.*



### EMAIL BAG

By Ken Burns

I recently received an email from Colin Spong bringing me up to date on a couple of things he's working on. You may recall that several years ago, he bought a C11-ADF, a 1941 Ford Woodie. These vehicles were built by Ford of Canada for the British war effort during WWII. Ford built the wood bodies at Iron Mountain and shipped them to Canada for final assembly on right-hand drive chassis. Somewhere in the manufacturing process the beautiful wood body was completely covered in Olive Drab paint.

Among other things, Colin says:

*I have made some progress with the Woodie. All four doors now repaired.*



**Note from Ken:** Since the doors will be painted, Colin was able to have places patched rather than replacing the entire piece. The doors will be prepped for painting just as you would metal doors – all cracks will be filled.

*The next part to need repair is the tailgate but I am struggling to get it off the wagon. This has a “pi-ano” hinge with countersunk slotted head screws that are very difficult to get moving. As I think I mentioned to you before the area around the cowl vent is so badly rusted that I feel the best option would be to find a repair section from a parts car. I did find the cowl flap itself and the mechanism at Hershey some years ago.*



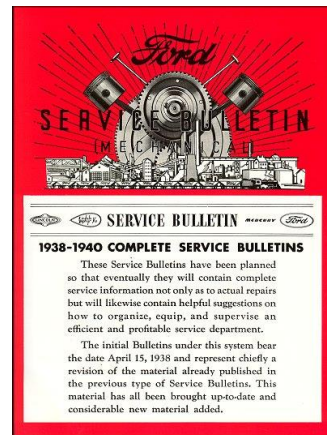
*The 1953 F100 truck that I bought from Joe Freund arrived here safely with all the contents intact and at the moment is undergoing a brake rebuild and number of other minor jobs prior to applying for UK registration.*

## TECH TIPS

### Tech Tip #1 Performance Testing in 1940

By Cliff Green

The following information was gleaned from the Ford Service Bulletins/Performance Services/Page 7/Performance road tests.



### Fuel Consumption Test

In order to investigate a customer’s MPG complaint, a baseline had to be established by fitting the subject Ford with a Zenith mileage tester between the fuel tank and fuel pump. The test results could then be compared with the Fuel Consumption chart.

FUEL CONSUMPTION						
ENGINE	YEAR	AXLE RATIO	MILES PER GALLON AT			
			20 M.P.H.	30 M.P.H.	40 M.P.H.	60 M.P.H.
60 H.P.	1937-40	4.44	31.6	28.4	25.0	18.6
85 H.P.	1932, 3	4.11	24.4	22.2	20.0	15.6
85 H.P.	1934	4.11	21.2	20.4	19.4	16.0
85 H.P.	1935, 6	4.11	22.6	20.1	19.0	15.6
85 H.P.	1937-40	3.78	25.5	23.5	21.8	17.4
95 H.P.	1939, 40	3.54	25.5	23.6	22.0	18.0
110 H.P.	1936, 7	4.33	20.7	20.4	18.8	15.5
110 H.P.	1937	4.44	20.6	20.2	18.6	15.1
110 H.P.	1938, 9	4.44	19.9	19.2	18.1	14.5
125 H.P.	1940	4.44	17.0	16.3	15.7	12.6

The Fuel Consumption chart assumes the following conditions: 1) the road must be straight and level, 2) the test must be made in both directions and average mileage obtained 3) the speed should be reached before the test is started and maintained throughout the test with no stops! Now a comparison can be made between the subject car and the table to determine if there is a problem. Of course this is unrealistic for us, but the chart does give us some idea of what the flathead was supposed to produce under optimum controlled testing, and these figures were probably what they used for advertising!

Now, the chart does show dramatically the effects of an increase in speed and the effects on axle ratios. Some of us only get 15–16 m.p.g. overall, under typical driving conditions, and by chart interpolation, with a deduction for unrealistic performance, this might be about right.

### Acceleration Test

The acceleration test is not the zero-to-sixty times we use for comparison today, but some funky procedure that requires unique conditions. All the times reported in the chart are with the car traveling at 7 *m.p.h. in high gear*, flooring the accelerator, and noting the number of seconds to reach a certain speed. This method does eliminate different driver techniques and produces a data point for easier comparison against the standard. This test is easy to perform with our cars, especially with the use of GPS for speed control! Has anyone attempted a top speed?

ACCELERATION					
ENGINE	YEAR	AXLE RATIO	TIME IN SECONDS		TOP SPEED
			7 M. P. H. TO 25 M. P. H.	10 M. P. H. TO 60 M. P. H.	
			60 H.P.	1937-40	
85 H.P.	1932	4.11	7	23	73.5
85 H.P.	1934	4.11	6.5	17.5	83.8
85 H.P.	1935	4.11	7	20.5	84.5
85 H.P.	1937-40	3.78	7.5	23	85.6
95 H.P.	1939, 40	3.54	7.6	23.0	88.0
110 H.P.	1936, 7	4.33	7	21.5	90.0
110 H.P.	1937	4.44	6.4	19.5	90.0
110 H.P.	1938	4.44	6.6	21.9	90.0
110 H.P.	1939	4.44	7.2	20.4	90.0
125 H.P.	1940	4.44	5.5	17.7	92.0

### Tech Tip #2

#### Glass Problem Solved!

By Mr. Torque

You may have noticed that I put out an APB to all club members on the list several weeks ago searching for an auto glass company that would replace the passenger door glass in my '49 woodie. Sometime this past summer, the glass cracked while I was in Maine, so I took the car to two local glass shops only to learn that neither of them was interested in doing the work. I thought, okay, no big deal. I'll get it fixed when I get home in September.

Thinking the problem was that no one wanted to deal with removing the wood-grained window molding and the 27 screws that held on the mahogany door panel, I carefully removed them myself. Next I ordered the replacement glass from Sanders Reproduction Glass in Vancouver, WA, with the correct glass bug in the corner. So, with the cracked glass removed from the car and the replacement glass in hand I was sure that any local glass company would remove the old glass from the bottom track and install the new glass. Boy, was I surprised! I went to six auto glass companies in northern Virginia, and not one would do this simple job. Finally, Dave Westrate recommended Circle Glass in Fairfax. Alas, they would not do the job either but they recommended "Patrick" at [Nationwide Auto Glass](#). I called Patrick, explained the job, and he said he would do it – and, he'd be at my house in an hour! His unmarked white van pulled into my driveway right on time and, in my garage while I watched, he replaced the glass. It turned out to be a rather simple process, so next time – if there is a next time – I am confident I can make the switch myself.

Patrick is very friendly and speaks with a heavy accent. I asked him where he was from and he told me that he is an Iranian Kurd who immigrated to Nashville 20 years ago. In Nashville, he worked as a stagehand at the Grand Ole Opry and met many country music stars during his time there. You just never know who you will meet when working on your old Ford!



## LOVE AT FIRST SIGHT

### World's Oldest Barn Find?

By Bill Potter

This story has nothing to do with Henry Ford's venerable flathead but it might be suitable Valve Clatter filler to read during the off-season.

Sometimes an old car will just pop out of the woodwork and that's exactly what happened to me last summer. After Miss Patricia learned that I liked old cars, she casually mentioned that her 84-year-old cousin had a few of them. Patricia grew up in the remote Allegheny Mountains of northwest Pennsylvania, which is a pretty good drive from the DC area, so it was well over a year before we finally got around to going up there.

Never married, her cousin Bill lives alone in a small house with a barn and various old out buildings. After introductions, we walked out to the dimly lit barn and I could make out what appeared to be a small buggy. It turned out to be an unrestored 1899 Locomobile with original paint and upholstery. Bill referred to it as a *horseless carriage* because in 1899 the words "automobile" and "car" had not yet been coined.



1899 was the first year for the little steam-powered Locomobile and it was an instant hit. This was the Stanley brothers' first commercial success and it ultimately paved the way for their famous Stanley Steamer. Small and lightweight, the Locomobile was designed for city use on hard-surface roads (think cobblestone streets). With virtually silent propulsion, it was horse-friendly at a time when horses ruled the roads – by all accounts, the Locomobile

and horses got along just fine.

You don't always know you need another car until the moment presents itself. I found myself with a case of love at first sight and feel fortunate that Cousin Bill was ready to let her go. Since it's only seven feet long, finding a spot in the garage for it was no problem. I don't have plans to ever get it running but, as I admire this cute little vehicle, it's fun to contemplate what life must have been like 120 years ago. Who knows, it could have been the only "car" in town!



## RESTORATION ROUNDUPS

### Restoration Roundup #1:

#### Progress Report: Building a Ford Flathead V-8-powered Model A

By Stan Johnson

During last year's NVRG Garage Tour, quite a few members saw my project. The project consists of starting with a bare Model A Ford frame and, by using a variety of differing production year components, create a V-8 powered roadster. Last year it was in chassis form only. I had mated the 59AB Ford engine (obtained in the Upper Peninsula of Michigan) to a 1939 transmission (obtained in Tennessee) and connected to the standard Model A rear end. I had incorporated hydraulic brake backing plates and brake drums and a 1951 F1 steering box. Each of these items required considerable thought and special fabrication to make it all work together.

Aah, I was thinking, the hard part is over.

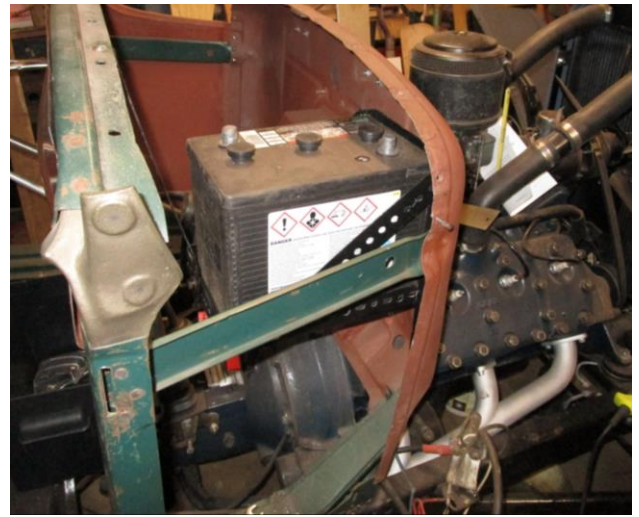


The rolling chassis, 1935 wheels, 1947 engine, 1932 radiator shell.

But the body has turned out to be just as complicated as the chassis. It would have been different if I had a complete roadster body that I could just mount on the frame. But instead, I had parts and pieces that had to be assembled to create a body. Years ago, I had purchased a “restored” roadster body. It was completely assembled and painted Thorne Brown with orange wheels. The deeper I looked, however, the more I discovered. The passenger door needed work, the body work was poor, and various parts were missing; but everyone knows you can buy reproduction parts and just pop them into place. As the French would say, “Au contraire, mon ami!”

The rear quarter panels had been repaired with patch panels *brazed* into place. Both doors were the same type repair, and the front cowl panels were the same. I ended up boosting the Ohio economy by buying replacement parts from Brookville Roadster. (I actually drove out to Brookville, picked them up, and drove back, all in one loong day.) The Brookville parts are pretty good, but they have none of the original factory connection bolt holes. Furthermore, the ram’s horns within the original cowl had been butchered with a cutting torch, apparently to make way for spotlights. So, I bought a reproduction pair from Brookville. They had no holes with which to attach the windshield stanchions and the two key members of the cowl framework. That was

a common problem: I had body panels without holes to attach to framework without holes, and this situation existed all over the body. After a lot of temporary fitting and measuring, I now have the body partially assembled.



Bronze reproduction ram’s horn with “you drill ‘em” lack of holes (also the new 12V battery location).

I bought a 1932 radiator shell at a swap meet in Luray. Just bolt it onto the radiator and it will fit right up to the Model A hood, I thought. Of course, you can’t use the standard Model A radiator; you need a radiator with dual intake and outlet tubes that will also fit into the Model A front crossmember and within the 1932 shell. Lucky me. It turns out the Chinese have made such a radiator out of aluminum, and inexpensively, too. Except it turns out they just *said* it would fit. It is too tall and its square bottom does not fit down into the shape of the front cross member. So, as I got the front cowl in place, I began to realize that the top of the hood slopes upward to the radiator, and that is not a good thing. This time the French words I used were not so effete as the ones used above. After much searching, I found a radiator firm that does aluminum welding, but they said the modifications I want are not possible, as they would melt the aluminum core in the process. However, they will gladly modify a standard Model A radiator, and re-core it, and make any changes I want. But the cost is borderline prohibitive, so I am waiting to let the sticker shock die back a little.

So, what is the overall status? The fenders are all done in beautiful glossy black and ready to bolt up. I



hope that, at the end, the car will look more like a stock roadster than a hot rod. I have yet to finish spot-welding the front cowl panels and to get the rumble seat lid to work smoothly. When I have finished these tasks, I will take the body to the paint shop and work on the finalization of the chassis.

When the freshly painted body comes back, the upholstery and top work will still need to be finished. Certainly, there can be no problem there (famous last words.)

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## Restoration Roundup #2:

### Restoration Update

by *Dave Gunnarson*

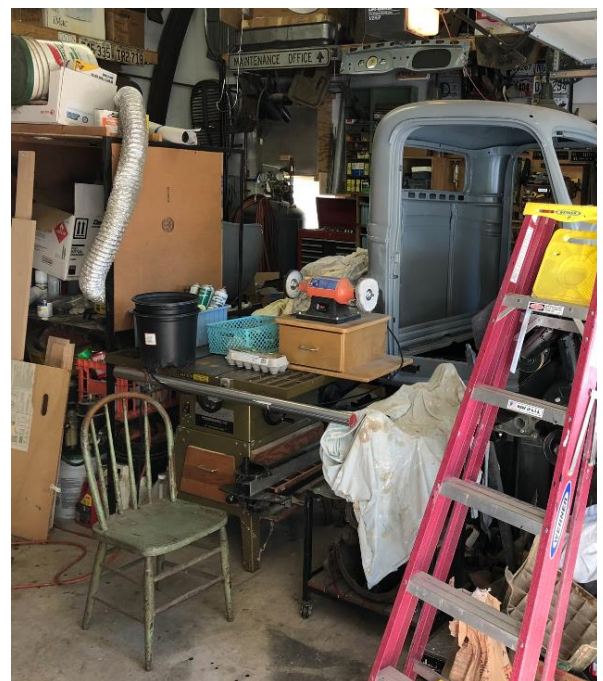
It's been quite a while since I've posted an update on the restoration of my 1935 1 1/2-ton truck, and for good reason. Work always seemed to get in the way and progress has been agonizingly slow. The first big update, in case you haven't heard, is that after nearly 40 years on the job for Lockheed Martin, I have retired. This life-changing event happened last November and I'm still sorting things out: what time to get up in the morning, what task to get done today, do I really not have to go to work?

I've tried to devote a considerable amount of time on my truck project. First up was just cleanup and organization. The sturdy frame rails on the truck are a perfect resting spot for all sorts of truck and non-truck-related stuff. Realizing that was no longer a workable solution, I suspended a 4' x 8" sheet of plywood over the rear frame and use it to hold only put truck parts which need to be painted or are part of the body.

Once a home for everything else was found, I focused on hanging all the sheet metal which had been stripped and primed two years ago. With only hand-tightened fasteners, things really took shape. It took a while to roughly straighten lots of joints but it ended up fitting together nicely with one big exception. I had chosen a nice set of front fenders which looked really good and did not use a NOS pair (I don't see the logic now, but that made sense two years ago). Well, I just couldn't get the fenders to fit, for some undetermined reason, so down came the NOS fenders and they slipped right on (mostly). The result is shown in the photo. The fenders are now off

for stripping and priming and then will be rehung. At the same time, I reached into the dark back corner of my garage where I had left what I thought were about eight big truck wheels (no rubber) about 10 or 15 years ago. Left out of sight, these wheels did some magic and somehow I ended up with over 20 wheels to sort through as you can see by the other picture. Maybe they were naughty, had too much unsupervised fun and created off-spring, or maybe my memory of how many I have is faulty – you decide. Either way, I've sorted through them and picked the best set, which are off for sand-blasting and priming.

Once the wheels return, I'll work on filling pits and other issues and, once done to my satisfaction, the 6.50 x 20 tires will be painted and mounted. These will make the truck able to be loaded onto a trailer and moved to Thetan Ogle's shop for final metalwork, followed by body work and final paint. Somehow in all this, I'll get the empty frame back in time to install the engine, transmission, and everything else, and then have the nail-biting fun of assembling the newly painted sheet metal parts. I don't have an end date and don't want to even make a prediction, but at least I'm starting to make progress and enjoying the process.



Garage status before tidying up – there's a truck in there somewhere.



Suspended parts staging shelf over the rear frame.



Sheet metal test fit in progress.



Where did all those wheels come from?



Early Ford V8 Club of America  
 2020 Eastern National Meet  
 Morgantown, PA  
 June 15-18, 2020  
[www.NCR36.com](http://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.

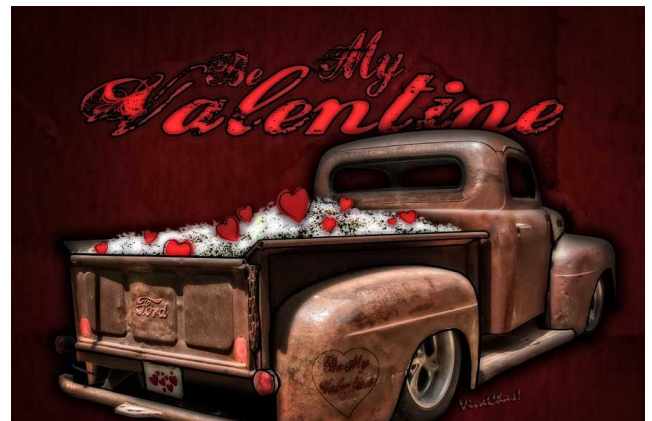
It contains all the information developed for the meet, including registration forms, schedules, social events, driving and bus tours, the meet venue and hotel, even down to the meal menus. The dates are June 15–18, 2020. Please look the information over and consider joining us for a busy and memorable 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](mailto:vomllc@hotmail.com)





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

## **VEHICLES FOR SALE**

**Don Lombard's 1953 Ford Customline V-8 with overdrive:** Under 40,000 miles with original interior that still has dealer-installed plastic covers. The only interior upholstery flaw is a small moth hole in headliner. This glacier blue tudor is in wonderful condition with one repaint years ago. Chrome, stainless, and glass all in great condition. One improvement might be to the trunk lid center chrome piece, as it has some bubbles in the chrome. Has been on a lot of club events, cruises, and trips. Email interest to Dean Larson at [bumppo72@com-cast.net](mailto:bumppo72@com-cast.net). Asking \$9,600. Car currently in MA. (02/20)



**1932 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 V-8 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](mailto: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. 301-752-9955 (07/19)

**SOLD**



**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](mailto: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](mailto: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)

**1953 Lincoln Capri Convertible and Coupe:** Call for more info. **Mike Gall** 814-619-8193. (11/16)

## **PARTS & ACCESSORIES FOR SALE**

**1935 Ford Transmission:** This tranny came out of my 1939 green Ford pickup that clubber Gill Williams had built and owned with his son and Mr. Ed. Tranny is a little noisy with straight gears. It was removed from my '39, as the clamshells were loose and causing the u-joint to rub on them. Not knowing what was wrong, I bought another tranny to replace this one. All good now. Top is stiff. Contact Clem Clement at [clem.clement@cox.net](mailto:clem.clement@cox.net), phone 703-830-5597. (02/20)



**Miscellaneous V-8 Parts.** 6" x 24" convertible rear window frame, \$125. / Pair '35-'36 plus another NORS king pins (alone, no bushings, etc.), \$20. / Pair believed to be '33-'34 usable used king pins (alone), \$5. / '37-'41 distributor housing core, \$10. / 24 stud Ford script NOS Metalbestos head gaskets in several bore sizes, few left. These are said to be especially good with aluminum heads, \$25/pr. / '41-style fuel pump, could be okay? Core-priced @ \$10. / Still have Ford hand tools - What do you need? David Henderson, [jrdshen@verizon.net](mailto:jrdshen@verizon.net) or 703-938-8954. (02/20)

**Two 1949-50-51 Ford Oil-bath Air Cleaners.** One is black, one is bronze. Good condition. Minor dents and paint chips. The bronze air cleaner does not have the long rod at bottom that tightens the clamp to the carburetor (a screwdriver does the job). The black one is complete. \$50 each. **Jim McDaniel**, [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com) or 202-409-4459. (11/19)



**1935 matched set of five red spoke wheels, 5x16".** Paint looks original as a set. Some light rust. \$700. Contact **Clem Clement** at [clem.clement@cox.net](mailto:clem.clement@cox.net). (11/19)



1975 Ford Windsor engine 351 V-8 \$150. / 1975 Mercedes-Benz engine & transmission (137,000 mi.) \$500. / 1984 Ford 5.0 engine (112,000 miles) \$500. / 1996 Ford Explorer engine (112,000 miles) \$500. / 1956 Ford std. transmission \$150 (H.D.). / Ford 15" X 6" rims with 1949 and up bolt pattern \$25 each. / Ford 49 to 53 good crankshafts \$35 to \$50. / Ford 49 to 56 rear ends, prices variable. / Ford 289-302c.i. Windsor heads, prices variable. / Harbor Freight engine puller \$100. / Honda 1987 brown bucket seats \$50. **Call Steve Groves** at 301-530-7411 any time before 9 PM. (11/19)

**SOLD**  
**Adaptor for engine Stand** to mount flathead to side of block. **Call Steve Groves** before 9 PM, 301-530-7411. (11/19)

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



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



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

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

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

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

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

**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](mailto: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](mailto:RPMLHC@aol.com), cell: 571-212-7747. (3/18)



**Eastern National Meet Goodies**: Craftsman Tool Bag, \$5; Meet Gearshift Knob, \$5; Meet License Plate Topper, \$5; Compact LED Flashlight w/Clip & Magnet, \$5; Meet Pin, \$1, or free w/purchase of one or more other item(s). **Hank Dubois**, [handcdubois@verizon.net](mailto:handcdubois@verizon.net) or 703-476-6919. (07/17)



**1941-48 Ford Original Shocks and Links**: A pair (right & left) of original shocks with arms & links for 41-48 Ford front. These are used shocks that seem to be in good working order with no sign of internal rust issues. **John Ryan**, [john@ryanweb.com](mailto:john@ryanweb.com). 301-469-7328. (08/17)



**1949-53 Ford & Mercury Engine Parts**: Nearly all parts available: Heads, manifolds, crankshafts, rods, camshafts, valve parts, oil pans, oil filter housings, front covers, water pumps, bellhousings, ignition, etc. No Mercury crankshafts or oil pans. Dirt cheap! **John Ryan**, 301-469-7328, [john@ryanweb.com](mailto:john@ryanweb.com). (07/16)



**1934 Ford Parts**: Two 21-stud '34-35 engines, one complete, one parts. Small parts for '34; ash tray, bolts, bushings, rubber parts, windshield with glass; two '34-36 transmissions complete, lots of extra gears; engine heads and manifolds for '34-36; oil pan for '34; hubcaps for spare; original and new door handles; carburetor kits; water pumps; fender

braces; 17" wheels; water inlet with motor mount for '34-35; 50 years of V-8 Times. Call for more info. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407, 540-847-3363. (updated 05/18)

## **VEHICLES WANTED**

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



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

## **PARTS & ACCESSORIES WANTED**

**Wanted**: 1939 dash for a hot rod project. Doesn't have to be perfect as it will get customized. I will put you in contact with the person doing this project if you have a spare you are willing to let go. **Dave Gunnarson**, [gunnarson@verizon.net](mailto:gunnarson@verizon.net) or 571-776-6393. (02/20)



**Model A Parts Wanted**. Non-member friend of a member is looking for some Model A parts: Pickup bed for 1928 to early 1931; / Pair of rear fenders for pickup, coupe, or roadster; / Pair of 1931 splash aprons; / Left fender spare tire carrier with brackets. Send email to [gcuster@rockingham.k12va.us](mailto:gcuster@rockingham.k12va.us).



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



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







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



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



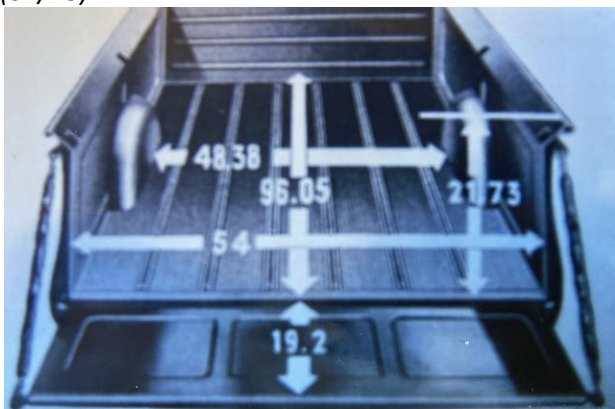
**Model 81 Carburetors.** Two Model 81 carbs suitable for rebuilding wanted. These were the carbs used on the 60 HP V-8s. **Nick Arrington**, 703-966-8422 or [nta1153@verizon.net](mailto:nta1153@verizon.net). (8/18)



**1951 Ford station wagon sway bar.** **Steve Groves**, call 301-530-7411 before 9:00 PM. (04/18)



**WANTED: 1950-51-52 Ford pickup 8-foot bed.** Dimensions in photo below. **Ray Lambert**, 13212 Occoquan Rd., Woodbridge, VA 22191, 703-595-9834. (02/18)



**1940 Ford Heater Switch** for hot water heater. **Bill Chaney**, [flihi@cablefirst.net](mailto:flihi@cablefirst.net) or 804-776-7597. (12/14)



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

## **PARTS & ACCESSORIES FREE**

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



**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, [dogbaner@gmail.com](mailto:dogbaner@gmail.com). (05/18)

### February Tour to the National Museum of the Marine Corps



On February 22, weather permitting, we will tour to the National Museum of the Marine Corps, located in Triangle, VA, to view the museum's extensive displays, which have completely changed since we last visited a number of years ago. We will gather at Cliff and Sandra Green's home (6214 Militia Ct., Fairfax Station) by 9 a.m. so we can depart promptly and tour to the museum via the Fairfax Co. Parkway and Route 1. After visiting the museum, we will have lunch at a local restaurant. If the weather's clear and the roads are dry, let's get those V-8s out of the garage and on the road; if not, we can still go in modern cars. Please call or email Hank Dubois at 703-476-6919 or [handcdubois@verizon.net](mailto:handcdubois@verizon.net) if you will be going.



# NVRG 2020 Calendar



February	
11	<b>Membership Meeting</b> – 7pm – Nottoway Park. Program: Leather Seat Upholstery Restoration – Presenter: Dave Westrate – Refreshments: Clem Clement
12	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
22	<b>National Museum of the Marine Corps Tour, Triangle, VA</b> – Museum tour and lunch. Group departure from Cliff Green’s home in Fairfax Station, VA, at 9am. RSVP to Hank Dubois at 703-476-6919 or <a href="mailto:handcdubois@verizon.net">handcdubois@verizon.net</a> . See full tour details on page 25.
25	<b>NVRG Board of Directors Meeting</b> – Red Hot & Blue (Graceland Rm.), 4150 Chain Bridge Rd. (Rt. 123), Fairfax, VA 22030. Dinner at 6:30; meeting at 7:30. All are welcome to attend.
March	
10	<b>Membership Meeting</b> – 7pm – Nottoway Park. Program: Member Show and Tell – Presenter: Membership – Refreshments: Jim McDaniel
11	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
27–28	<b>Sugarloaf Mountain Region Swap Meet, Westminster, MD</b> – Vanpool available to this 50 <sup>th</sup> annual AACA Parts and Swap Meet.
31	<b>NVRG Board of Directors Meeting</b> – Red Hot & Blue (Graceland Rm.), 4150 Chain Bridge Rd. (Rt. 123), Fairfax, VA 22030. Dinner at 6:30; meeting at 7:30. All are welcome to attend.
April	
8	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
14	<b>Membership Meeting</b> – 7pm – Nottoway Park. Program: Custom-Bodied Fords – Presenters: Ken Burns and Dave Gunnarson – Refreshments: David and Susan Skiles
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
25	<b>Annual Poker Run</b> – Details to follow
28	<b>NVRG Board of Directors Meeting</b> – Red Hot & Blue (Graceland Rm.), 4150 Chain Bridge Rd. (Rt. 123), Fairfax, VA 22030. Dinner at 6:30; meeting at 7:30. All are welcome to attend.

## Down the Road



- March – Cold War Museum Tour - TBA
- March 27–28 Sugarloaf Mountain AACE Swap Meet
- April 25 – Annual Poker Run
- June 15–18 – 2020 Eastern National Meet

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Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	<a href="mailto:john@ryanweb.com">john@ryanweb.com</a>
Monthly Meeting Report	Dave Gunnarson	<a href="mailto:gunnarson@verizon.net">gunnarson@verizon.net</a>
Tour Report	Hank DuBois	<a href="mailto:handcdubois@verizon.net">handcdubois@verizon.net</a>
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