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# Value Blatter

*Early Ford V-8 Club of America*



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

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*Stephanie Beavers - Editor*

## ***Dave Westrates's Upholstery Restoration Project - February Club Meeting Presentation -***



*By Susan Skiles*

If you've ever thought about doing an upholstery restoration for your vehicle, Dave Westrate is the man to talk to. Speaking from firsthand experience, Dave treated NVRG club members to a detailed presentation about a 6-month project he undertook to restore the upholstery for his 1939 Woodie Deluxe – a project he worked on 10–15 hours a week!

*Upholstery cont'd. page 3*

# *Up Front with the [Vice] President*

## *March 2020*



### Vice President's Message March 2020

Our illustrious leader is still somewhere overseas – Egypt, I believe – and so it is my duty to pass the V-8 word out to the membership.

Looking back, I was involved with the early production of our newsletter. Our founder, Mike Gall, worked with Western Lithograph at the time and had a client who was willing to print our editions for free. His outfit was near National Airport and, since I passed through there regularly, I was assigned to pick up the finished copy. The printer used whatever available scrap paper there was. The paper color changed monthly – blue, red, green, even white. Only 30 or so were printed, and I dropped them off at Mike's and he and Bill Selley hand addressed and mailed them – one sheet folded in half. Dave Gunnarson is in possession of my collection and hopes to digitize them. I understand from Bill Simons that 12 members still receive the VC via snail mail!

In 1965, I subscribed to *Hemmings Motor News*. Back then, it was a 7 ½ x 4 ½ booklet that sold for 20 cents and a year's subscription at \$1.20. On the top of the front page, in bold type, was that month's circulation – 21,400 in March 1965. The issue contained 323 pages. The true popularity of interest in old cars was illustrated by how the cars advertised for sale were categorized: Ford Cars and Non-Ford cars and Ford Parts and Non-Ford Parts! And the prices looked cheap, although a 1965 Mustang sold new for \$2200 back then!

Fast approaching is our ever popular Show and Tell. Our members always come up with interesting stuff. Soon will be our annual Poker Run, then the City of Fairfax Car Show. These events require extensive planning, and we can help and participate, so sign up!

I would like to give an "Atta Boy" to Program Chair Dave Gunnarson, who provides interesting programs by guest speakers and our own members month after month. Each event seems better than the last. How good are our programs? Count the number of Model A members who attend! Thetan Ogle and Dave Westrate's recent presentations were SRO.

We are delighted that Clem Clement and Jim McDaniel have recovered from their procedures. Sunshine Chair Keith Randall wants to hear about member health issues. Please don't keep it a secret – let members respond with good wishes!

Looking forward to springtime!

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)	



*Upholstery, cont'd.*

Dave opened the presentation by saying that the reason he took on the project himself was “because I’m nuts.” He further explained that the Deluxe should have real leather, and doing the restoration himself saved him a quarter of the price of the LeBaron Bonny (no longer in business) kit and professional restoration of the frames and bases. His expenditure was about \$2,000.

First, the three seats had to be taken apart after being stored in Dave and Barbara’s attic for 23 years. (No rent had been charged to the mice who had made the seats their home.)



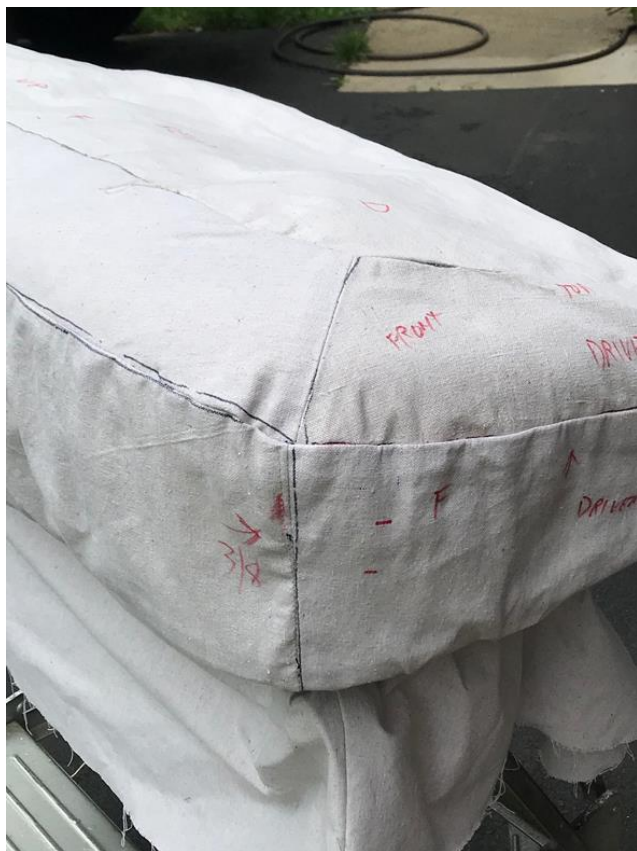
The next step was to make new seat bases. To complicate matters somewhat, each of the three seats was a different configuration, but Dave was not deterred. The springs were sand blasted and powder coated, and then wrapped in secret cloth (which Dave asked not to reveal) to keep them in place and quiet. After that, he covered the seats with felt and foam. Dave had lots of practice putting in several thousand “hog rings” with the special pliers used to bend them, courtesy of Ken Burns.





Dave took a sewing class at Nova Labs in Reston, where he also teaches woodworking.

The original seat leather was no longer available to use as patterns for the new seat leather, but Dave was able to create patterns using the seats in Hank DuBois and Jim LaBaugh's '39 Deluxe Woodies as guides. Fabric upholstery was made using the new patterns as a fitting.



Saddle maker Edward "Skeeter" Hembry, of Skeeters Custom Leather & Tack Shop, ordered the hides for the project.



The initial order was for one hide, to keep Dave from overbuying. He soon realized he would need two additional hides.



Dave commented that Barbara was thrilled with the hide on her table!



Dave used binder clips to hold the pieces together for sewing.



The seams were then top stitched. The final piece was quite heavy when finished.



Dave built jigs to compress the springs before he could install the leather. He had to guess at how much to compress them.







The finished seats looked as professionally done as any **others**. (Dave brought one seat to the meeting for members to do an up-close inspection of his handiwork.)

Dave ended his interesting and informative presentation by telling attendees who might be thinking about doing their own leather upholstery project to give him a call. "I'll either talk you out of it or agree to help!"

**FORD MAN, PART 2**

**My Father Was a Ford Man – The Rest of the Story**  
*By Clem Clement and Ken Burns*

In the November 2019 *Valve Clatter*, I told you about my father, Roy K. Clement, who drove nothing but Fords for his entire working life. Daddy bought all his Fords from ACE Motor Sales in Woodbury, NJ. Now I'll tell you something about ACE Motor Sales.

ACE Motor Sales is a survivor; it is still in business today and still in the hands of the Eastlack family.



**ACE Motor Sales today. Pay attention to see if you recognize this building when it was new back in 1948.**

The story starts in 1908 when James L. Eastlack, who owned a bicycle shop in Richwood, NJ, bought his first automobile, a 1908 Ford Model R Runabout. Two years later, Mr. Eastlack and his two sons were selling Hupmobiles on a part-time basis out of his bicycle shop. In 1911, the Eastlacks received a Ford sub-dealer's contract working under Tom Hutchinson of Woodbury.



In 1913, Mr. Eastlack received a direct contract from Ford Motor Company to become a Ford dealer, selling Fords under the Eastlack name in Richwood, NJ.



**James L. Eastlack dealership, Richwood, NJ, in 1914 when James Eastlack had franchise agreements with Ford, Buick, and Day Elder and Brockway trucks.**



On February 23, 1917, Daddy bought his first Ford from the Eastlacks in Richwood, a 1917 Model T Touring.



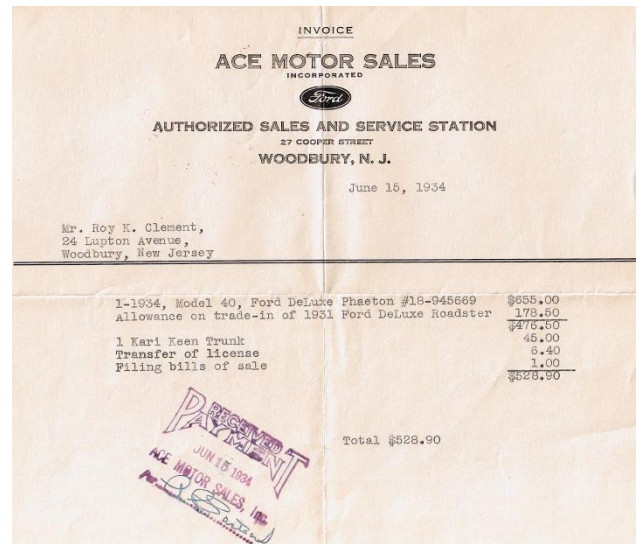
Daddy is on the right. On the left is Mother's brother, Raeman.

In 1919, the Eastlacks purchased what had been a livery stable at 28 Cooper Street in Woodbury and converted it into a dealership that sold International trucks and Franklin automobiles. A year later, the Eastlacks were granted a Ford franchise for the Woodbury location but were told that they could not operate under the Eastlack name as they were already using that name in Richwood. Their banker suggested using the initials of Allen Clark Eastlack (one of Mr. Eastlack's sons), and thus the name of the new franchise became ACE Motor Sales.



ACE Motor Sales Cooper Street dealership where they did business for 30 years.

Daddy bought numerous Model Ts and Model As from ACE Motor Sales through the teens and twenties and, on June 15, 1934, he bought a 1934 Ford Deluxe Phaeton with an accessory Kari-Keen trunk.



Oh, how I wish he'd kept that 1931 Deluxe Roadster and the Phaeton!

Your Customers Want Big Capacity  
as well as beauty in the trunks they buy

**Sell them the NEW, Larger**

**KARI-KEEN**  
MANUFACTURING CO.  
2106 East 7th St.  
SIOUX CITY, IOWA

MORE THAN A TRUNK

Matches Today's Fine Cars

(Above)—Note the top-opening cover for use in "trunk-position". Tire carrier is separately mounted and is lowered independently of luggage carrier. (Left)—showing carrier extended for big loads.

No car owner wants a small trunk that won't hold half of his luggage! Today people want big capacity—a carrier that will hold the largest pieces of luggage as well as big boxes, crates and other things they do not want to put in the car.

That's why the Kari-Keen Carrier is such a popular item. The new model is SIX inches wider than former models. In the closed or "trunk position" it holds a great deal more than the average trunk. And when extended, as shown below, it has more than three times the capacity of an ordinary auto trunk.

**Form-fitted to car body**—looks just like a built-in job. Insulated with rubber cushioning. All hardware is die cast and chromium plated to match car. Fine, tapered hinges, handle and trimmings. Yale lock handle.

**Used like a trunk** for smaller loads, simply by lifting new top-opening cover. This new feature makes the Kari-Keen doubly useful and increases sales. All edges of cover are rubber insulated.

**Separate Tire Mounting.** Operates independent of luggage carrier with handy lever. No strain on carrier.

Kari-Keen practically sells itself when installed on floor model or demonstrator — brings in big extra profits. Write today for complete information.

Ford Dealer & Service Field for April, 1934

17



A Kari-Keen Trunk – just the thing for a salesman.





Yup, that's me! If you look closely, you can see the Kari-Keen trunk protruding at the rear of the Phaeton.

A couple more Eastlack Fords followed the '34 Phaeton and, on May 5, 1938, Daddy traded in his 1937 Ford and bought a new 1938 Deluxe Fordor.


 PHONE WOODBURY 600
 


**ACE MOTOR SALES, INC.**  
27 COOPER STREET  
WOODBURY, N. J.

Sold to Roy E. Clement  
24 Lupton Ave.  
Woodbury, N.J.

May 5, 1938

1	1938 Deluxe Ford V-8 Fordor Sedan #18-4356584	842	00		
	Heater	14	00		
	Seat Cover	12	00		
	Radio	48	00		
	License Transfer & Filing	2	00		
	Inspection		50		
	<b>Total</b>			918	50
	Allowance on 1937 Trade-in			520	00
	<b>Balance Due</b>			398	50

SALESMAN'S NAME A. C. Eastlack  
MOTOR NUMBER 18-4356584



Living high on the hog now; a radio, a heater, and seat covers.



That's Daddy climbing into the front seat of his 1938 Deluxe Fordor as its being loaded on the Oregon Inlet ferry to Cape Hatteras.

In 1941, Daddy bought Mother her first new car (all of her previous cars had first been driven by Daddy as his company car). It was a 1941 Super Deluxe Coupe with jump seats (11A-67B). I learned to drive on that one and eventually wrecked it. It had the two little jump seats in the back and a tray that held my toys and junk to play with while she drove. When Mother and youngster me (not driving) aboard got T-boned in her '41 Ford opera coupe, ACE Motor Sales body shop repaired her car using lead.



That's me on the fender.

When me and buddy Bill were chasing three hot chicks down R73, I changed lanes and wiped out a tri-colored Dodge. Allen Eastlack said, "Not again! You ruined all our good lead work on the damaged panels." He gave us \$200 for the '41 in trade up to the '54 Merc. rag top. My mother and first wife got in cahoots to trade in the Merc on a 1961 6-cylinder, 2-door Comet wagon as a wedding surprise. Sure was a surprise! Both that Comet and the first wife were lemons.

In 1948, ACE Motor Sales moved into a beautiful Art Deco-styled building on Mantua Avenue in Woodbury, where it remains today.



A 1951 postcard of the ACE Motor Sales. Article co-author Ken says, "Check out the Woodie with the place of honor in the front window."



Daddy bought his next to last Ford from ACE, a Blue 1953 Customline Tudor, on December 19, 1952. After ACE rebuilt the '41 from our first wreck, the '41 proudly stood where the Woodie was for several months as part of the deal.



In 1953, Daddy was recognized during Customer Appreciation Week at ACE Motor Sales. Guess what? Ken says, "Another Woodie takes center stage." 1953 was the last model year that Ford Country Squires had actual wood on the body. Allen Eastlack is on the left and Daddy is next to him (with no hat).



The ACE parts department in the mid-1950s.

Daddy traded in the 1953 Tudor for a Pine Green 1955 Customline Tudor, on February 18, 1955. It was the last car he ever bought.



I fussed for a Fairlane, so Daddy had Frank Heiss Sr. of Franklin Auto Body repaint the top white. Mother drove the '55 as a kindergarten school bus until she traded it in for a '64 Falcon.

## ANOTHER HISTORY LESSON

**Connections?**  
By Ken Burns

Some of you went on the Fall Tour in November when we stopped at the Patuxent River Naval Air Museum. Some of you have been to Henry Ford's Deerfield Village. Some have been to both. Do any of you know what the connection is between the Air Station and Deerfield Village?

Naval Air Station (NAS) Patuxent River is located on Cherry Point at the confluence of the Patuxent River and the Chesapeake Bay.



Naval Air Station Patuxent River today.

NAS Patuxent River is located on 6,400 acres of what was once [prime farmland](#) consisting of several large plantations: the Mattapony, the Susquehanna, and the Cedar Point, as well as numerous tenant and sharecropper properties. Also, several vacation homes belonging to wealthy families dotted the

landscape. The Cedar Point community included several churches, a post office, and a gas station. Some of the old homes now serve as quarters for Navy personnel stationed there (source: Wikipedia).



**Cedar Point before the Air Station was built.**

In 1937, the Navy's Bureau of Aeronautics sought to consolidate aviation test programs being conducted at several stations, including Dahlgren and Norfolk, the Washington Navy Yard, Naval Air Station Anacostia in Washington, DC, and the Naval Aircraft Factory in Philadelphia, PA. Cedar Point was selected due to its remote location on the coastline, well removed from air traffic congestion, with ample space for weapons testing.

The onset of American involvement in World War II spurred establishment of the new air station. The Chief of the Bureau of Aeronautics requested approval and authorization to begin construction on December 22, 1941. The Secretary of the Navy gave approval on January 7, 1942, and construction began on April 4, 1942. The Air Station was commissioned on April 1, 1943.

So what does this have to do with Henry Ford and Greenfield Village? We all know Henry Ford collected enormous amounts of Americana from all over the country, including historic and/or significant buildings that he had disassembled and brought to Dearborn for reassembly in Deerfield Village. A prime example of a truly historic building would be the Wright Brothers bicycle shop. In the significant building category you'd find the [Susquehanna House](#). It once stood in Cedar Creek, MD, on the Susquehanna Plantation on what is now the Patuxent Naval Air Station.



**Susquehanna House on its original site in 1942 before disassembly (The Henry Ford).**

*"That was the first we knew, when the surveyors came down."* On December 13, 1941, Richard Mattingly, then 13, arrived home to find an eviction notice nailed to the front door of the family's house on Susquehanna farm. *"I'll tell you how fast it was,"* Mattingly later recalled in an oral history interview. *"Pearl Harbor was on the seventh [of December, 1941] and the thirteenth we had the notice... It had everybody's name listed, the farms they owned, the persons that lived [there], and everything. 'You will vacate this property by the seventeenth of April 1942.'"* (Source: [When the Surveyors Came Down.](#))

When the government acquired the properties on Cedar Point by eminent domain, it set about bulldozing most structures and burying the debris on site. Henry Ford acquired Susquehanna House thinking it dated back to the Colonial period and had a unique history from that period – but that's a story for another day. The owner of Susquehanna House at the time told Henry he could have the house for free as long as he also took the headstone and remains in a grave on the property! Henry's crew arrived in March 1942 and disassembled the house. By August of that year, it had been reassembled in the Porches & Parlors district of Greenfield Village and oriented in the exact same direction as it was in MD.





Learn more about the Susquehanna House and how Henry Ford was duped into taking it. Its [history](#) is even more interesting than Henry thought!

For Clem and all the other *trainiacs* in the club: What's the name of the railroad that ran between Brandywine and Mechanicsville? And, for extra credit, what was the name of the extension built from Mechanicsville to NAS Patuxent River?

## FROM THE HERSHEY ARCHIVES

### Hats Off to Chef Dave

By Dave Westrate

Over the last 30 years, the NVRG 96 campsite at the fall flea market and car show in Hershey, PA, has moved around a bit but never very far. Cliff Green, Bill Selley, and Ken Burns were some of the original campers. The site has generally been across the street from the show fields, which provides very convenient access. (This is important because my iPhone says that I walked 18 miles over four days at the 2019 show.)

For many years, we were down the hill in a wooded area next the ball field, but that was wiped out by flood debris a few years back. Before that storm, Eric Sumner and Dave Gunnarson buried a "survival kit" down there, which had a bottle opener, toilet paper, and other essentials. They checked, and the kit is still there if anyone ever needs it. More recently, we have been located up the hill in an area that was the basement of a farmhouse which was removed.

One thing I love about camping at Hershey is the daily 8 a.m. playing of the national anthem over a loud-speaker system that covers at least a square mile of the Hershey event. The tradition is: stand up, remove hats, face the direction of the music, and put your hand over your heart. It makes you proud, especially when we have campers from foreign countries on both sides of our camp site and we hear foreign languages spoken on the fields all day long.

So, what's for breakfast?

David Gunnarson (Chef Dave) first camped in 2002 when the V-8 bug first bit him. He recalls that most of our campers were eating tree bark and tent pegs. So, in 2003, he started providing breakfast for the V-8 troops.

This is not a simple operation. Dave brings three days' worth of food in coolers, a camp stove, coffee maker, orange juice, utensils, clean-up supplies, and a smile.



We first hear the pots and pans banging at about 6:30 and next we hear voices as the first campers get up for coffee. It is usually chilly, so the coffee helps us thaw out and we then take pain killers because our feet hurt from all that walking the day before.

For a couple of years, Steve and Wendy Pieper joined us, and Wendy had a delicious dish to contribute to the fun.



Wendy also made the now-famous "Flathead Grill" flag that hangs every year from Chef Dave's canopy. Several NVRG 96 members who sleep elsewhere also come to enjoy Dave's fine breakfast, which is always delicious and in the spirit of Hershey.



I would try to describe the food but will let Chef Dave's printed menu for Friday, October 11, 2019, give you the "flavor" of his creations. The menus for other days were printed in the November Valve Clatter. We often take repeat club activities for granted and tend to forget the amount of work involved. There is a miracle each morning at Hershey. Please join us in giving a big thanks to Chef Dave!

**Friday, October 11, 2019**

- Trio of handmade Parisian crepes*
- Swiss cheese and ham*
- Strawberry-ricotta*
- Grand Marnier*
- Coffee from sustainably grown, free-trade rain forest coffee*

**RESTORATION ROUNDUP**

**Shoebox Generator Adjustment Is Easy (NOT)**

*By Rusty Rentsch*

I am relatively new to the flathead V-8 world. I have a little experience with Model-As as I have my dad's '30 Phaeton and, from time to time when he was with us, he showed me a few basic things on Model A operation and maintenance. Other than that, my car experience is mainly mid-'60s and '70s Fords. I am mechanically inclined and know that each engine type has their own tricks and idiosyncrasies.

About 15 months ago, a '50 Ford convertible (Shoebox) followed me home from Youngstown, Ohio. I wasn't looking for another project, but, as fate would have it, the opportunity was there and I could not leave Ohio without buying it. It is a diamond in the rough – very crusty, very rusty, and any rationally minded person would have left it in Ohio. The owner of the car was recently widowed. Her late husband had bought the car and she knew nothing about it, but was very pleased to see it go away. Thus, I have no history of the car. It obviously it sat outside for many years, top down and uncovered. I have no idea of when it last ran or why or where it was parked.

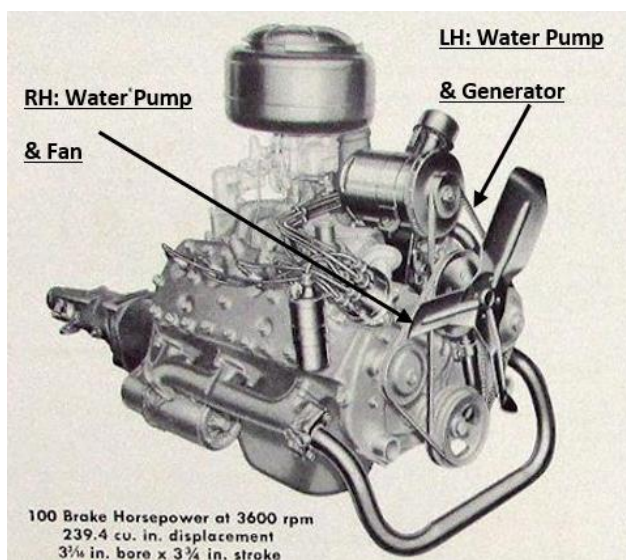


Since I have had it, I have done some little things on it, mostly scrounging parts and general putzing around, but have not really had the time to get too focused on the project. Russ Brown from the Club looked at it and was impressed that it was relatively complete, aside from the interior and roof hardware. I checked the engine and it rotated freely.



Over the holidays, I had time off from work and the weather was quite good so I decided it would be fun to see if I could get the V-8 to start. I had previously rebuilt the carburetor, added a new fuel filter, new points, cap, rotor, and plugs. My expectation was to have it running in an afternoon. Yeah, right!

Let me tell you about one challenge I ran into. The '50 Ford V-8 has two drive belts. One belt runs the LH-water pump and the generator, and the other drives the RH-water pump and the fan. The generator sits atop a cast iron support bracket that slides up and down on the engine block, secured by a single nut. The fan sits on a bracket that slides up and down on the generator bracket and is secured by two bolts. Pretty simple, right? Not so simple for me with no flathead V-8 experience.



The generator must weigh about 40 pounds and getting the belt tight is not easy. I figured the generator belt had to be tightened first, then the fan belts adjusted. I tried levering the generator bracket up with blocks of wood and crowbars. There is simply no place good to fit the crowbar to apply a vertical force. I managed to get the generator belt close to tight, but then could not adjust the fan bracket. Apparently, when I tightened the nut on the generator bracket, it bound the fan bracket. I tried reversing the process by adjusting the fan belt first, and that made it more difficult to lever the fan and generator brackets together, which would tighten both belts. By myself, it was all I could do to find the appropriate place to put the wood blocks and crow bars. I do not have the strength to put force on the crow bar

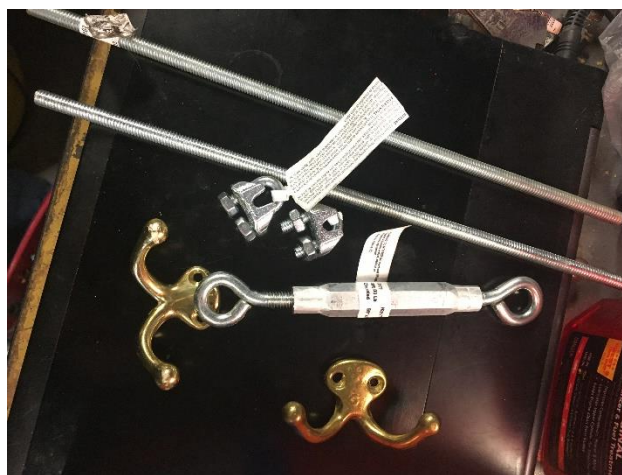
and tighten the generator bracket nut simultaneously. I feared putting too much force would either crush the breather tube or, worse, crack a water pump casting. I removed both brackets and made sure the sliding surfaces were smooth and lubricated, but that did not make it much easier.

Recently, I returned a borrowed engine hoist to its rightful owner. I wish I still had the hoist to pull straight up on the generator to adjust the belts. Having tried different things unsuccessfully and investing several hours of trying, equally unsuccessfully, I decided it was time to reach out for help. There has to be a trick or tool that would make this job as easy as it looks as though it should be.

I put out a call to the NVRG distro. list asking for help. I immediately received responses with suggestions and was directed to Ken Burns, who had a pulley tool. Ken's tool is basically a spreader made with an elongated nut and two 3/8-inch threaded bolts inserted on each end of the nut. I picked up the tool from Ken and realized right away that it was too short and keeping the bolt heads from sliding off the pulleys would be difficult.



On the way home from Ken's house, I thought of a better design and stopped at Lowes for supplies. A 5/16 turnbuckle, some nuts, a threaded rod, and cable holds, together with a couple of old brass coat hooks cobbled together worked to make a home-made spreader tool.



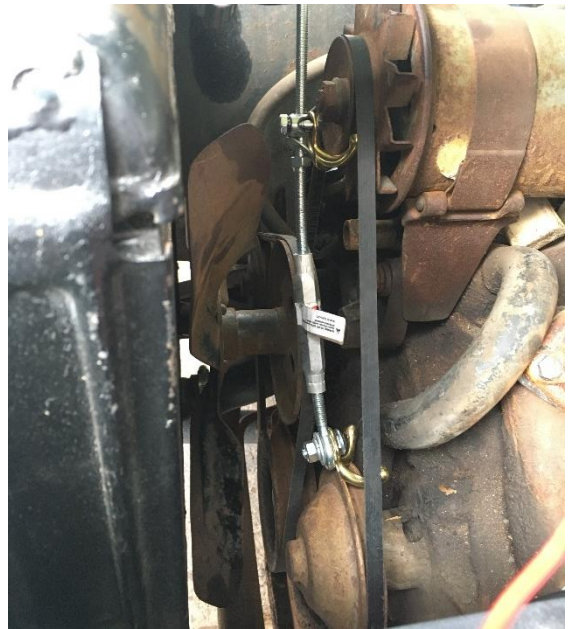
The rounded ends of coat hooks were perfect to fit into the pulley grooves, but required some modification to fasten them to the turnbuckle and threaded rod.



I basically threaded the rod into one end of the turnbuckle and used the carriage bolt and wire cable clips to fix the coat hooks to the threaded rod.



To use the tool, it was placed between the LH water pump and generator pulleys. The coat hook on the threaded rod and the turnbuckle sat nicely in the v-groove of the pulleys. Turning the turnbuckle spread the coat hooks apart and pushed the generator pulley upward, and also kept them in place while tightening the generator drive belt.



It worked to a degree for adjusting the generator belt. The spreader was bending under the weight of the generator and it did not quite get the generator drive belt tight enough. I could not fit the tool on the fan pulley as the space was too tight; but the fan and its bracket are not that heavy, so an 18-inch board worked well for adjusting the front belt. Later on, I bought 3/8-inch hardware and built a stronger prototype spreader that handled the weight of generator better while tightening both brackets. It was helpful to leave the tool in place while both belts were adjusted.

If anyone is interested in trying it out, you are welcome to borrow it, or get your own parts for about \$15. Here's the list of materials:

- 1 ea. 3/8 threaded rod
- 2 ea. 3/8 nut
- 1 ea. 3/8 washer
- 2 ea. coat hooks
- 1 ea. turnbuckle
- 1 ea. short carriage bolt with nut and washers
- 1 ea. wire rope clips

For the curious: I am writing this story on January 18, 2020. I have yet to get pop out of the engine. Undeterred, however, I know it will run.



THE SOAP BOX DERBY ADVENTURE

The Derby was an annual national event dating back to 1934. It was well funded, winners from races all over the country were given a trip to Derby Downs in Akron, Ohio to compete for a four year college scholarship and other valuable prizes. In our area the sponsors were the Evening Star newspaper, the American Legion, and Chevrolet dealers.

It was 1941, I was 10, and having heard that the Derby was coming up I was anxious to put together a car and enter it. I hopped on my balloon tire 26" Shelby bike and rode to Kenyon Peck Chevrolet, located just across from the then new four-story Sears Roebuck store on Wilson Boulevard in Arlington. There I was given a copy of the 32 page 1941 Official Rule Book, and I rushed home to devour it. My hopes were dashed when I reached page 5 where a paragraph said that you had to be between 11 and 15 to be eligible. Drat. It wouldn't be until the next year that the entry rules could be met, but because of the war the Derby was called off in '42, '43, '44' and '45! I had hoped to be able to start early and hone my car building skills, trying to improve each year, but when resumption finally came in '46 I was 15, the maximum age, and that would be my only shot at it. I would be competing in Class A with other 13, 14, and 15 year olds. Those 11 and 12 years of age competed in Class B.

I scurried back to the Chevy dealer to pick up the '46 rule book, and this time to buy official Soap Box Derby wheels, costing \$6 for a set of 4, with hubcaps and 2 steel axles. By then no one was using old buggy wheels or soap boxes for that matter any more. I had heard that all wheels were not equal in rolling ability, so I bought three sets, and by spin-testing picked out the 4 that seemed to be the best and returned the others. The wheels were the most expensive purchase. Rules set a limit of \$10 on what could be spent for everything, and a suggested bill of materials exclusive of the wheel purchase had costs even less;

Lumber	.75
Screws	.15
Bolts	.15
Paint	.75
Hinges	.50
Misc.Hdw.	.20
Total	\$2.00

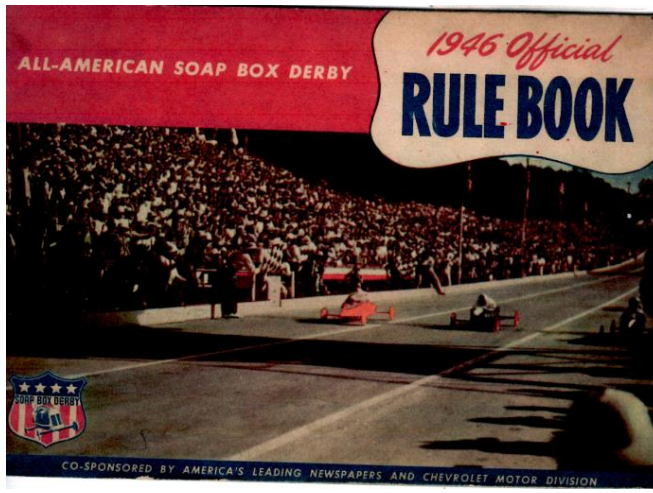
There was no trouble keeping within the cost limit. Two knotty old 2 x 8's were scrounged up for free, to be joined together and shaped for the base. More scrap lumber was found for the remainder of the structure, miscellaneous hardware from pieces laying around such as pulleys and hinges were dug up, and two pieces of scrap battleship linoleum to form the outside skin was scrounged for me by my father at his office. A steering wheel was saved from a defunct pedal car and old paints came off a shelf in the basement. Remaining expenditures were negligible, costs were even less than on the suggested list.

I had no access to any power tools, practically no one had even a 1/4" electric drill, much less a power saw in the day. I used a hatchet, saws, a plane, and other common hand tools. The rules had been developed over the years and were quite rigid to keep everything fair, and for safety. Cars had to be "boy built", and were subject to an in-depth inspection to assure they met the requirements of the rule book. Cars reached scary speeds on the long hill out Pennsylvania Avenue east of the Anacostia that was the location of the race. WWII helmet liners were given to us for protection, everyone survived unscathed.

Cars competed three at a time and were released side by side from a starting ramp. In my class there were 134 entrants. I won over my two competitors in the first heat, enabling me to stay for the second one which had narrowed down to 44 competitors. Success came again, and now I was among only 15. Good fortune came my way once more and just three of us remained, but in the ensuing final test my successes came to an end.

Dave Henderson

*(See images next page, including young Dave waiting for the race to start.)*



DERBY DOWNS, AKRON, OHIO



A CLOSE RACE -- NATIONAL SOAP BOX DERBY, AKRON, OHIO







**March Membership Meeting – Show and Tell**

The March 10 NVRG Membership meeting features the always popular Show and Tell. It's time for you to bring your own special treasure to share with other club members. It doesn't have to be rare or even Ford or car-related – the key is to bring something you find intriguing or that has an interesting backstory. Your presentation can be something you made to solve a problem, similar to what we read about in Tech Time, or even a plea for help to fix a problem that has you frustrated. Past Show and Tell examples include a Norden bombsight from a WW II bomber, a rare 1932 Ford accessory, a family heirloom, a childhood toy, and a handmade train set.

This meeting will only be as interesting as *you* make it, so don't be shy. Dust off something you can share a story or laugh about. I guarantee everyone has at least one item in their household or garage to bring and share with the group. The more we have to share, the more fun the meeting!

If you want to illustrate or provide more context for your item, a laptop and projector will be set up and ready for you to use at the meeting. The only request is that you email pictures in advance to [gunnarson@verizon.net](mailto:gunnarson@verizon.net) or bring your pictures to the meeting on a thumb drive. Showing pictures of your item is perfect if it is too big, too fragile, or just too much of a hassle to bring to the meeting.



**March Tour: The Cold War Museum, Warrenton**

On Saturday, March 21, NVRG members will caravan to Vint Hill Farms in Warrenton, VA, to visit the Cold War Museum. This unique museum was founded in 1996 in part by Francis Gary Powers, Jr., son of the pilot of the CIA U-2 Spy Plane shot down over the Soviet Union on May 1, 1960, and is dedicated to preserving and presenting the history of the undercover spying activities between East and West during the Cold War Period.

After touring the museum, lunch will be at the Farm Station Café. After that, you can either tour Old Bust Head Brewing Company or participate in a wine tasting at Vint Hill Craft Winery (both nearby).

Schedule and details:

- Gather at our usual spot at Fair Oaks Mall by 9:45am; depart at 10am, and caravan to Vint Hill Farms via Rt. 29, to arrive just before 11am.
- 11am–12:30pm (approx.) Visit the Cold War Museum. (Admission is free; donations are welcome.)
- 12:30–2pm (approx.) Lunch at [Farm Station Café](#). Visit their website to see their menu and pre-order lunch if you wish.
- 2–3pm (approx.) Tour [Old Bust Head Brewing Company](#) and visit their taproom OR participate in a wine tasting at the [Vint Hill Craft Winery](#). Cost for the wine tasting is \$15/person and, if there are 8 or more, advance reservation and partial payment will be required (I will coordinate).
- 3pm (approx.) Depart Vint Hill Farms and caravan back to Fairfax.

This tour should be a lot of fun and, if the weather cooperates, it will be a great opportunity to get your vintage FoMoCo vehicle out of the garage and on the open road where it was designed to be! If you would like to be part of the fun or if you have any questions, please email me at [handcdu-bois@verizon.net](mailto:handcdu-bois@verizon.net) or call me at 703-476-6919. You may also sign up at our March membership meeting.



**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 Don Lombard at [buyno72@comcast.net](mailto:buyno72@comcast.net). Asking \$9,500. Car currently in MA. (02/20)

**SOLD**



**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)



**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. Price lowered to \$8,500 (or good offer). **Luke Chaplin**, 4016 Lynn Burke Rd., Monrovia, MD, 21770, 301-865-5753, [lukechaplin@comcast.net](mailto:lukechaplin@comcast.net). (1/19)



**1933 Ford 2-door Sedan:** Has a 1936 engine (LB block) with aluminum heads and intake by Monterey Speed & Sport. Is a copy of the old Eddie Meyer flathead speed equipment (but is a new casting). \$35,000. **Ray Lambert**, 703-595-9834. (11/18)



**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**

**Four Motor Mount kits for 37-53 Ford** (78-6038-S). Half-price at \$8 each. Contact **Cliff Green** at [dcliftongreen@gmail.com](mailto:dcliftongreen@gmail.com) (03/20)

**Collection of 10 EFV8CA National Gear Shift Knobs.** Circa 1978–2017. Asking \$50 for the lot. Call **Jason Javaras** at 540-786-5819. (03/20)

**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)



**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 [dcliffongreen@gmail.com](mailto:dcliffongreen@gmail.com) or 703-426-2662. (03/19)

**SOLD**



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

**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: 1951 Ford Driving (fog) Lights** (lights and mounting brackets). Original or repro is OK. Contact **Jim McDaniel,** [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com) or 202-409-4459. (03/20)





**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)



**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)



# NVRG 2020 Calendar



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.
21	<b>Cold War Museum Tour, Vint Hill Farms, Warrenton, VA</b> – Depart from Fair Oaks Mall at 10am, return approximately 3pm. See full details on page 16.
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.
May	
12	<b>Membership Meeting</b> – 7pm – Nottoway Park. Program: Ford, Edison, and Firestone Camping Trips – Presenter: TBD – Refreshments: Dave Blum
13	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
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Down the Road	
	 April 25 – Annual Poker Run  June 15–18 – 2020 Eastern National Meet



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*NVRG Car of the Month*  
*Bill & Joann Fox « 1934 Standard Five-Window Coupe*



**FIRST CLASS MAIL**

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