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Value Blatter

Early Ford V-8 Club of America



*Northern Virginia Regional Group #96
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April 2020

Stephanie Beavers - Editor

Show & Tell

- March Club Meeting Event -

By Cliff Green



The annual "Show and Tell" event was open to anything of interest, not particularly auto-related. This produced a large variety of unusual stuff. All friendly greetings were accomplished by touching elbows and later by vigorous handwashing! No coughing allowed!

Up Front with the President

April 2020



President's Message April 2020

I hope this issue of the Valve Clatter finds you and your family and friends in good health, successfully avoiding the COVID-19 virus. The virus, now declared a worldwide pandemic, has not only put our health at risk, but has also, at least in the near term, greatly altered our normal way of life.

Your NVRG Board of Directors has canceled all NVRG events for the foreseeable future. We will restart our activities only when local and national health authorities advise that it is safe to do so. This is an unfortunate necessity. It is especially disappointing, after waiting all winter to get out the early V-8s, to be at the beginning of the driving season and have to stand down our NVRG events.

The only exception to the cancellation policy is the meeting of the Board of Directors on the last Tuesday of the month. This meeting is being held as a conference call. All members are welcome to participate in board meetings. Please contact me for instructions on joining the conference call.

Undoubtedly, all of us have been practicing "self-isolation" and "social distancing" to avoid the Coronavirus and to avoid passing it on to others. This offers us lots of time to do things we have been putting off, such as readying the car for the summer touring season; or cleaning and organizing the garage; or binge-watching some favorite TV programs or all the old stuff recorded on our DVRs. Or maybe, as a last resort, do yard work. Maybe you've got higher priorities, like consuming your remaining hearty winter beer to make room for the lighter, warm-weather brews.

Maybe you've spent this "corona time" on your Ford V-8 (or your 4, 6, or V-12) to accomplish a restoration project, to develop a new tech tip, or uncover some historical V-8 story. If so, consider writing up an article for the Valve Clatter. Submit your article to the appropriate VC content coordinator listed in the VC. They can help with editing and formatting for publication.

Regardless of how you spend this unexpected surplus time, the COVID-19 virus will eventually dissipate. When that happens, there will be plenty of time for NVRG events, touring, and hanging out with your V-8 (and 4, 6 and 12-cylinder) friends. There is always an upside to a downside.

Stay safe,

John

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

Show & Tell, cont'd.

New Member Bob Kuhn showed slides of German guns that his dad (2nd Lt., 101st Airborne) brought back from Europe after WWII. He discovered them in a box after his father died!

Dave Henderson brought his collection of Sears automotive cans and boxes that totaled over two dozen items! Once upon a time, you could take your container to Sears and buy bulk oil at \$.19 a quart! Also of interest was his 1943 Sears catalog that listed many of the items on display.



Hank Dubois, forever working on collecting parts to control his proposed installation of a Columbia rear axle in his '35, showed us his progress so far. When a Columbia was taken off a junked car, the controls were not usually included. Hank, through info from *Ford Barn* and the *V8 Times*, found that using a Ford truck fuel tank selector valve for controlling the vacuum, a model A brake light switch for setting the valve, and a Ford truck adaptor for shifting the speedometer would make it work. We'll see!



Dave Gunnarson, on his family travels out west in Great Basin National Park, came across a road sign "U Dig Fossils." He showed us a series of slides about this 20-mile side trip and how "THE Piece" in the parking lot was discovered after digging around for an hour elsewhere.

Dave also revealed a real gem for his 1935 big truck. The side rear view mirror arm is a long version of the pickup hinge pin variant and is painted black. He displayed a NOS chrome version that is very rare! Who put a chrome accessory piece on a work truck?



Clem Clement came with his usual bag of tricks! His first item required the assistance of Gay Harrington to demonstrate – a long bamboo tube that contained rice – that, when tipped up produced a sound exactly like torrential rain! (See photo on next page.)



Clem's second need-to-have device was a gas-powered blender called the "TailGator" – perfect for parties at Hershey. And his last item was a pink, three-foot wrench that adjusted truck shock absorbers!



Ken Burns brought a license plate – but not just any old license plate. He asked if anyone had ever lived in a place where you went to the local hardware store to have your license plate made. Ken said that when he was assigned duty at the NATO headquarters in Oeiras, Portugal, he was allowed to import his 1970 VW Bug duty-free. He then went

through the process of getting it registered and licensed. Once the paper work was completed, he was surprised that he didn't receive license plates. He was told to go to a local hardware store where he could have them made! The plate was made out of black plastic. The letters/numerals are attached from the back by rivets.



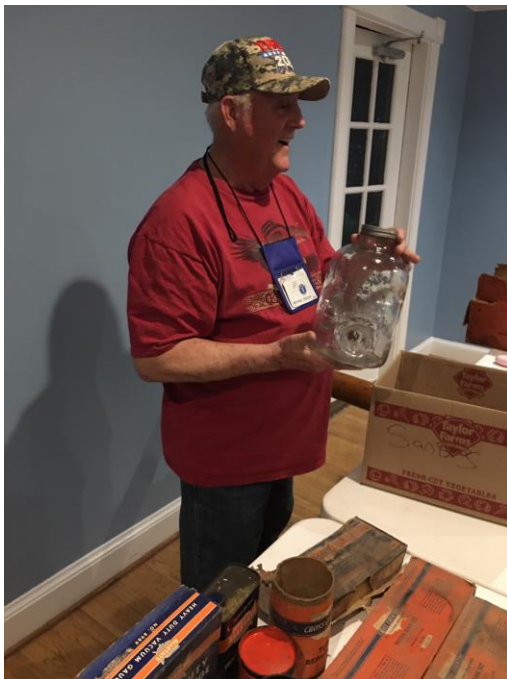
Cliff Green showed his airplane radiator cap circa 1930s. This cast high wing model had side windows that were lit by a 6-volt bulb and a prop that spun. Other aviation-themed radiator caps were shown via the computer. Cliff also brought a toy submarine, circa early '50s, in absolute mint condition with working wind-up motor. The sub would submerge under power and then surface. He had the exact toy when a kid!



Cliff presented one other device. It allowed car owners to put sand in trunk-mounted containers and spray it on slippery/snow covered roads. Note the name: D Skidder!



Mike Prater showed a very unusual glass jug with three cone-shaped holes around the sides. The audience correctly guessed that it was a mouse trap. The top of the jug had a lid that opened to allow food to be inserted and the rodent would enter and then be unable to exit.



Nick Arrington, “Mr. Snake Oil,” displayed a device called D-Skidder that dispersed sand in front of vehicle tires to provide traction in slippery conditions. All the necessary equipment to do this was contained in the original box with instructions. A large tin container full of sand would be mounted in the trunk of the car/truck. A cable from the dash would open the valve and allow sand to flow via rubber tubes to drop in front of the rear tires.

Nick also showed a piston fashioned into garage art – the item was polished, cut in half, and fashioned into a face with die grinder and whiz wheel.



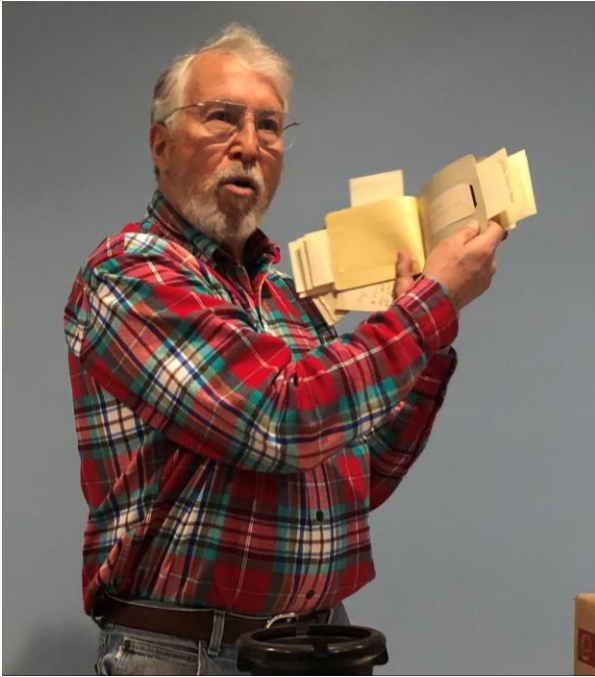
Keith Randall, in order to keep cool while touring last summer, displayed two of the fans that he used. One was a 6-volt that he restored and the other a modern device that was powered by a 12-volt “brick.” The newer one was purchased at Bed, Bath & Beyond for \$20, clamped anywhere (glove box door) and rotated! (No photo available.)

Steve Groves restored 49-53 transmissions and overdrives and showed devices that he fabricated to facilitate the work. Also, he recommended using a large socket as a tap when replacing the dust cap on the front wheel bearing. (No photo available.)

Bill Simons shared the following story with the group gathered:

My great-grandmother, as a popular hobby for teenagers around 1900, would write personal letters to famous people at the time and ask for their autograph. Most would generously reply sending a slip of paper with their autograph on it and sometimes they would write a brief note with their signature at the bottom and a date. My great-grandmother would preserve these signatures in a small book. Some of the signatures are quite interesting: Thomas Edison, Sinclair Lewis, Julia Howe, Wm. J. Bryant, Herbert Hoover, Admiral Perry, Wm. H Taft, Windrow Wilson!! Unfortunately, as a girl, she didn't get

any autographs of Honus Wagner, Ty Cobb, or Babe Ruth!



Leo Cummings regaled the group about his discovery of a cache of NOS Ford parts in Little Washington, VA, in 1981. At the time, the building was an operating garage with a sales counter. Leo was able to visit the upper level where he found an abundance of Ford parts. He purchased an F-100 tailgate, NOS 21 stud heads, NOS generators, parts manuals, and other goodies. He displayed a NOS cowl vent as evidence.



Owen Beeder passed out brochures while describing his touring of English museums.



The Show & Tell program continues to be one of the most popular of the year! Thanks to all who participated.

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“**W**hat’s the problem? Why won’t it start?”
“Crap in the carburettor!”
“Well ok... but only if it would really help!”



TOUR REPORT

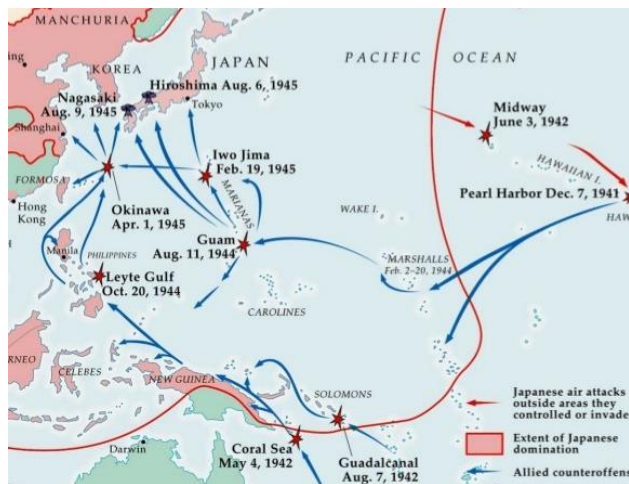
The Plan B Tour

By Ken Burns

Images for this article by Susan Skiles, Dave Gunnarson, Dave Westrate, and the Internet



Our February 22nd tour to the National Museum of the Marine Corps did not start as planned. It turned out that the museum had a major event planned for February 22 and 23: a ceremony to mark the 75th anniversary of the Battle of Iwo Jima; a crucial Pacific Ocean battle in the Island Hopping campaign that brought Allied Forces within 660 miles of Japan and the end of WWII.



As soon as our ever-resourceful tour chairman Hank Dubois learned of the schedule conflict, he came up with Plan B – let’s just move the tour forward to Friday the 21st. Plan A also called for taking our V-8s out and giving them a little “exercise,” but with the temps forecast to reach only the mid to high 30s, at best, everyone except Jim and Connie Baker showed up in a modern car. The Bakers brought their trusty Model A. I’ve got a heater in each of my Woodies but with temps in the 30s, neither heater would overcome the various drafts that seem common in Woodies owned by NVRG members. All NVRG Woody owners will tell you that you’d have roasted and toasted toes while everything above your waist would be uncomfortably cold. (Helen says you need a “nose mitten.”) The plan was for everyone to meet at the museum at 10am for our docent-led tour.



The distinctive silhouette of the museum is visible from I-95. Notice the canted spire protruding from the roof.

Once everyone was accounted for, we met up with our docent Norm who would lead us through the museum. Norm is a retired Army pilot and has been volunteering as a docent at the Marine museum while awaiting completion of the soon-to-open National Museum of the United States Army located at Fort Belvoir. He’ll then volunteer at both museums.

Our tour began in the stunning Leatherneck Gallery, where numerous aircraft are on display as well as a full-sized diorama depicting Marines landing on the Pacific island of Tarawa (about 2,655 miles ESE of Iwo Jima) during WWII.



Marines disembark from a landing vehicle tracked in the Tarawa diorama as Jim LaBaugh, Bill Selley, Cliff and Sandra Green, Helen Burns, Jim McDaniel, Leo Cummings, Keith Randall, Dave Westrate, and Jacob Gunnarson listen. Trust me – they’re all there somewhere!

Helen and I have visited the museum several times but without a docent to guide us we missed nearly all the symbolism in the gallery.

Most noticeable is the canted spire that originates on the floor of the gallery and continues upward through the roof as seen in the images above. The distinctive shape of the museum pays homage to the Marines who fought during the Battle of Iwo Jima in February 1945. It also replicates Associated Press photographer Joe Rosenthal’s iconic photo of the February 23, 1945, flag raising on Mount Suribachi and acclaimed sculptor [Felix de Weldon’s](#) monument in Arlington celebrating that event.



The Marine Corps has been a component of the US Department of the Navy since 1834. Marine expeditionary forces conduct amphibious operations from US Navy ships and USMC tactical aircraft also operate from Navy ships. The Blue Angels flight demonstration team always includes a Marine Corps pilot. Anchoring the rear of the gallery is a three-level Navy-gray observation deck and elevator tower resembling a ship’s superstructure, which reminds visitors of the strong Navy-Marine Corps partnership.



King David image from Picasa – July 2019

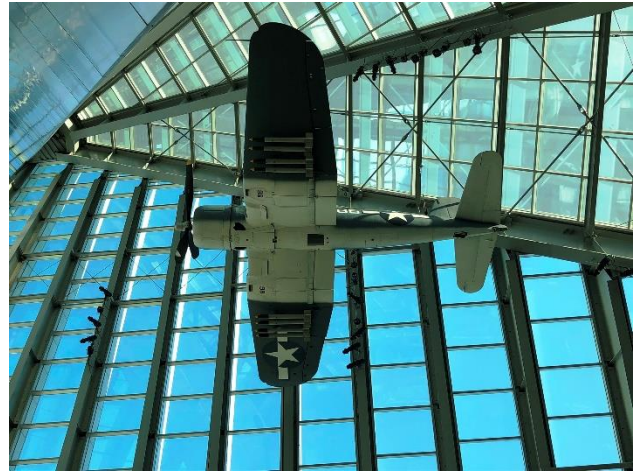
Lastly, there is also symbolism in the tricolor marble floor of the museum. The blue marble represents the world’s oceans; the light gray, the beaches surrounding those oceans; and the tan, the land masses of the world.



Hey, that guy's walking on water!

You all know I was a Navy pilot, so I'm duty bound to talk about the aircraft displayed in the Leatherneck Gallery. Suspended over the gallery are five aircraft key to Marine history: a Curtiss Jenny from the Banana Wars of the 1920s; a pair of elegant but deadly Corsair fighters from World War II; an SBD Dauntless dive-bomber; and an AV-8B Harrier Jump Jet. On the ground, an LVT-1 amphibious tractor breaches the defensive log wall on Tarawa, while a Sikorsky UH-34D helicopter depicts Marines heading for cover as they exit the helicopter during Operation Starlite in Vietnam in 1965. I mentioned earlier that Marine aircraft can operate from Navy ships, so it probably won't surprise you to know that the Navy has also operated all of the aircraft mentioned above. As a matter of fact, my final flights during Navy flight training were flown in the UH-34G, essentially the same aircraft as the UH-34D on display.

Before leaving the Leatherneck Gallery, Norm told us about the numerous (97) life-like Marine mannequins scattered throughout the museum. Some are shown exiting the UH-34 on display. Each mannequin is different; the facial features individually crafted from actual Marines who served as models. They had their faces completely covered by a plaster mask (with only nose tubes to breathe through) for a minimum of 15 minutes before the mask could be removed and made into a life-like mold!



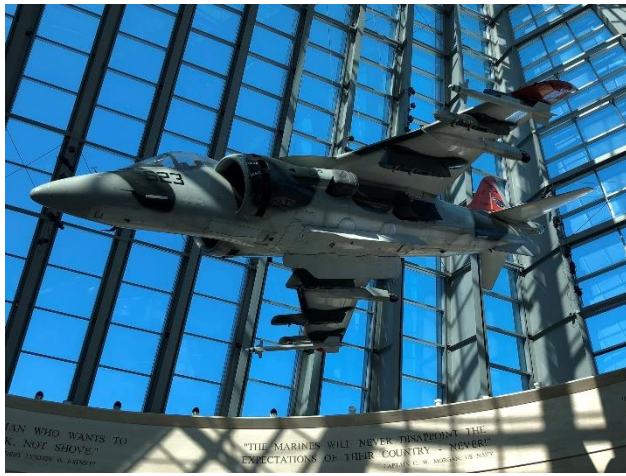
FG-1A Corsair used in the filming of "Baa Baa Black Sheep" about the exploits Medal Honor recipient of Gregory "Pappy" Boyington, Commanding Officer of VMF-214 during WWII



A F4U-4 Corsair from the Korean War – 4-bladed prop and more powerful engine than Pappy's FG-1A WWII Corsair.



Marines exit their UH-34D during Operation Starlite in Vietnam in 1965.



Marines flew the AV-8B Jump Jet in both Iraq and Afghanistan.

Leaving the Leatherneck Gallery, we entered the Legacy Walk that provides a chronological history of the Marine Corps from its founding in the Tun Tavern in Philadelphia on November 10, 1775, to the Vietnam War. Each era along the Legacy Walk: American Revolution, Global Expeditionary Force, WWI, Making Marines, Chesty's Corner, WWII, Korean War, and Vietnam War has its own large gallery complete with life-like dioramas and numerous displays.

When the United States entered World War I, Ford Motor Company personnel collaborated with the US Surgeon General's Office, as well as with drivers who had served on the frontlines in France, to design a Model T-based ambulance suited to battlefield conditions. Ford built 5,745 ambulances for the Allied armies during the war and another 107 for the Red Cross. (The Henry Ford)



Hank and Cindy Dubois view the WWI Ford Model T ambulance display.



Hank and Cliff Green check out the WWI Liberty Truck.

The Class-B Standardized Military Truck ("Liberty Truck") was a [US Army vehicle](#) designed and produced during [World War I](#). It was designed by the [Quartermaster Corps](#) with help from the Society of Automotive Engineers in 1917 in an effort to standardize the immense parts catalogue and multiple types of vehicles then in use by the US military and also to create a truck possessing all the best features of heavy truck technology then available. It was the first official standardized motor vehicle adopted and produced by the US Military. (Wikipedia)



Clem liked the Liberty Truck also.



Dave Gunnarson liked the fact that the Liberty Truck had Firestone script tires.

Here's a trick question. Did you know there was a flathead V-8-powered conveyance on display in the museum? Well, not exactly one of our beloved Early Ford V-8s, but a flathead Cadillac V-8. These engines were originally used in Stuart M-3 light tanks, but in the latter stages of WWII, the Stuarts became obsolete and production was stopped. Then the powerful and reliable Cadillac Series 42 V-8 engines fitted with Hydromatic transmissions were used to power the new LVT-3 amphibious vehicles.



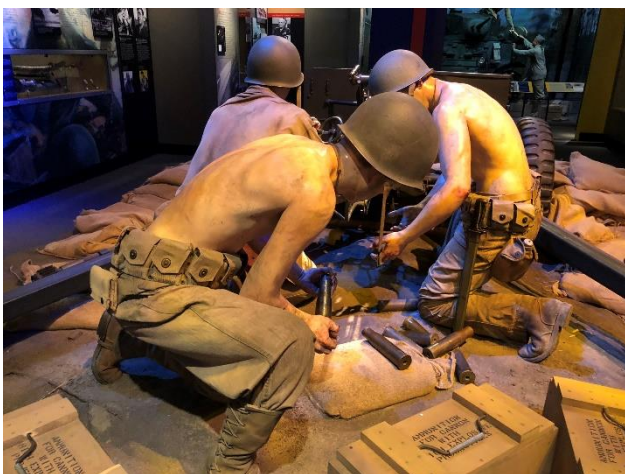
The engines were housed in the sponsons.



Ken and Cliff look at the Marines loading a cannon.



The Cadillac and Hydromatic on display in another museum.



Grimy, sweaty Marine mannequins. So real, there's everything but the BO.



Sandy Clement and Helen and the Devil Dog.

About 12:30, Hank started rounding up the herd of cats known as the NVRG and we headed off to Madigan's in Occoquan for lunch. If you haven't been to the Marine Corps Museum you'd better put it on your bucket list.

Many thanks to Hank for arranging a wonderful winter outing for us. We're all looking forward to some weather when we can execute the first part of Plan A – getting our V-8s out for a little "exercise." That day can't be too far away now, can it?

BETTER "LATE" THAN NEVER?

FENDER FOLLIES – IF ALL ELSE FAILS, READ THE DIRECTIONS!!!

By Dave Westrate

Well, the chassis, floor pan, wood body, and upholstery are done on the '39 DeLuxe project, so it is time to turn to the sheet metal and engine. When we bought the car twenty years ago in Mystic, CT, it was a barn find and it came with three extra sets of front and two extra sets of rear fenders. The man who had been restoring the car had passed away and his family did not know much about the car or the parts that came with it. We had to go to three different locations with the U-Haul to get all the parts before we headed home with the car. Once home, we put all the extra fenders in the attic over our porch, where they rested comfortably ever since. When we disassembled the car five years ago, the original fenders were put in the attic over the main house.

Under Barbara's supervision, Grandson Eli helped me get all the front fenders out of both attic spaces so we could pick the best set to restore. The original set needed a lot of metal work, and one of the extra sets is very nice in dark grey primer. Three of the extras have 1940 headlight trim but the fender bodies appear identical to those of the 1939s.



So far so good right? I bolted the best passenger side to the original driver's side and it fit perfectly. Just to be sure, I got out my contour tool that I use to copy shapes in woodworking and I copied the contour between the headlight hole and the grill edge of the original fender.



To my astonishment, it only matched one of the six extra fenders, and a bad one at that. Were they all 40s? Mercury? Commercial? What?? I went to bed.

My father always taught me that when all else fails read the directions. So, in the morning, I got out the '38/'39 restoration book and went to the fender section. There, on page 2-6, was a small paragraph that said the following: "There were two slightly different design '39 DeLuxe front fenders used, being changed around March 1939. The early fender is more concave between the grille and headlight; the late fender flatter. Factories were told to use up the early design and that it was all right to mix the early and later design on the same car."



I have since learned that they had a stamping problem with the early fender so they made it less dramatic. Also, the same fender design was used in '39 and '40, and the woodie rear fenders for those years are very rare.

Now what? I decided to go with the original fenders to keep the car a consistent "early car." All front and back fenders have now been sand blasted (found a lot of lead) and delivered to club member Thetan Ogle to repair the sheet metal. I have written this article because I sincerely believe that this design change in 1939 is something all of you should know about. If anyone out there needs 1939 "late" front fenders, please call!

ONE-MAN PARADE TO CELEBRATE

Hammering on an Ol' Truck

By Clem Clement

Seems like I have been beating on some ol' Ford much of my life. Not that that is a bad thing. It kept me home and away from troubles. My knuckles and skin show the wear and tear of wayward and misapplied hammers and wrenches. Back in the day, I made many junkyard trips early on a Saturday morning before the rush of junkyard "shoppers." With the morning dew still on things, we could wash our hands after collecting the greasy bargains.

Last summer, after we returned from our youngest son's wonderful wedding in Mallorca, Spain, I jacked up my '39 for a few simple tasks.



I planned for the jobs to take two weeks. Apparently, planning is not one of my marketable skillsets anymore. Bill Selley dropped by and helped with the replacement of the front brake shoes – Thanks, Bill.

I delayed more truck work while I planned to sell big at Hershey and the huge train meet in York, PA. However, in early October, I found myself on a cold operating table receiving two stents in the widow-maker artery. Many, many thanks to my great heart doctors and professional medical teams. Thus, Hershey and York passed me by as did flogging the ol' truck.

After being dormant for most of November, I was lucky to be recommended for cardio rehab with Inova Fairfax (that program is on hold now with the great staff needed elsewhere for the virus fight). The 16 women staff there were truly professional. They got me up and functioning again. I'm lucky to be alive and very happy now. Most of the fall and winter, my days consisted of breakfast, ride/drive to Inova for a session, home to an hour of work/tinkering, hot soup from Ms. Sandy, and a long nap. Then dinner and maybe 30 minutes under the '39.

Being weak and tired, I did not get much accomplished. Cliff Green and Dave Gunnarson dropped by and helped with a generator problem and other issues. Always nice to have club members to help/chat. With the small amount of time available, it is amazing how long a task takes to finish.

As the truck was in our heated garage, I did inspect things. One of my favorite jobs involves a big rubber hammer. I think I have written about this procedure before. I love it. I take the rubber hammer and hit the bumpers, frame, etc. Whatever rattles/squeaks/or falls off, gets fixed.

One big item was to reinstall the aftermarket radiator that was installed by the late Gill Williams with a 14° slant to it. That has bothered me since I got the truck. We think that the radiator support brackets were too short, hoses also too short, and other maladies. The acquisition of a new-to-me radiator shield, given to me by Dave Gunnarson, was bothering me big time to use. It was FOB (found in bushes) off a nearby '38 dump truck and straightened by me. When our oldest son came home for my heart procedure, he installed the shroud. For me, the silly time-consuming task was to replace the lower radiator hoses. The right side with the cutout for the aftermarket heater went in well. The driver's side got even, though! I cut three sections of hose: one too short, one too long, and one close enough. I'm reusing the original clamps because I'm cheap. The close-enough hose is about 8" long and straight. I heated it in a bucket of hot water. Not good

enough. Sandy recommend microwaving wet dish towels; very hot, but it works. I had to fold the hose in half to get the ends over the inlet/outlet pipes. I had to remove the hose clamps to make room for the fold. Once the hose was in place, I placed two clamps over the hoses. I did not look close enough to see that the nut-minder on the clamp was between the nut and the clamp. So, for several tries, the clamp did not tighten enough. I tried shellac to solve the problem. What compounded matters was the two vehicle horns installed under the radiator. I hoped I got it right. All this while being tired all the time.

My setup for the truck heater was to be able to shut it off in the summer. With one cutoff installed and closed, the lash-up still allows heated water to enter the heater. I have a short piece of smaller-diameter hose nearby to bypass the heater in the summer.

Other tasks included de-rattling the tail gate and its chain. Several other items were fixed as time allowed. I gave up on adding an electric fuel pump to the gas line.

Have you noticed that, when time is available to work on an old vehicle, all kinds of things pop up that grab you for attention and gobble up the work time? For example, the parking light on a headlight bucket flickered during a test. I cleaned the light socket, buffed the bulb stem, and reassembled the headlight. Three minutes later, the bucket was smoking... then the hood lock would not lock.

I'm in that 80+ age group (I am 2 years older that my truck) and have to baby myself from the virus. Yesterday, at 12:35 p.m., I hit the starter button and the '39 started – Yahoo! Best of all, the radiator did *not* leak either.



The ol' '39 truck was blocked in by '40 MERC and can't get out as yet. Sooo, to celebrate the truck coming back to life, I performed a one-man parade in my very quiet village. No stopping or riding passengers. Just me and in my '30 Model A Cabriolet "Smokey," tooting my ah-oo-ga horn and riding through the neighborhood to the waves, grins, dogs barking, and hollering of the many neighbors out walking and gardening. Golly, that was fun!!!



I hope I did good in the neighborhood cheering up folks.

TECH TIP

A Simple Fix to Keep in Mind

By Nick Arrington

The following tip was forwarded to me by Ray Lambert. If you have ever seen Ray's 1933 Tudor Sedan, you know it's one of the easiest starting Flat-heads around. The car can sit for weeks and he only has to pump the gas pedal twice – hit the starter and away it goes.

When the car got hard to start and running a little odd at highway speeds, he started looking at possible ignition issues and then carburetion. Ray noticed the glass bowl on the fuel pump wasn't totally full and had a noticeable gap at the top which he never remembered seeing in the past. The thumb nut which tightens the wire bail against the bottom of the sight glass and its cork gasket was as tight as it could be when turning with your fingers. Using a pair of pliers, Ray tweaked it and the bowl filled up again. This resulted in the hard starting problem going away. Ray later replaced the gasket, which appeared to have been sucking air and causing his problems.

IN THE REAR VIEW MIRROR

Editors' Note: NVRG organized two tours of Solomon's Island in recent history: one in 2000 and the second in 2019. The December 2019 issue of the Valve Clatter contained an article on the most recent visit. What follows is a rerun of the article and photos from the 2000 trip. We hope you enjoy it.

Northern Virginia Regional Group 2000 Lebkicker Tour / Solomons Island, Maryland

*by the Westrates & Girmans
photos by Jim McDaniel*

This year's Lebkicker Tour was one of the best tours that the Club has sponsored. The weather was wonderful, the tour activities were fun and meaningful, and the company was top notch. We hope that those unable to go this year can join in next year. All of us were pleased to have Mertzy Lebkicker join us again this year on the tour. Her presence is always a pleasure and she inspires us to maintain and improve the Club, as Dick would have wanted. Thanks Mertzy!

We all gathered at Fair Oaks Mall with lots of visiting going on and the usual drive-bys from the mall security officer. Don Lombard gave a first class briefing and handed out packets with all the details we would need for the two days, and we were off.

As we approached I-95, our leader and 'President for Life' Don Lombard said on the radio, "Turn right" and Hank Amster came on and said, "No, turn left". Don prevailed and was "right" as everyone settled in. A VDOT litter patrol crew tried to scoop up a couple of cars as trash, but we escaped. The Girmans and Westrates were at the end of the pack and got hung up at almost every light. After a very long one, we missed a turn and wandered around lost for a while. We caught up with the tour as they arrived at our first stop only to realize that we had never been missed!

Our first stop was at Calvert Cliffs Nuclear Power Plant where we toured the Visitor's Center and grounds. We learned that the plant generates 1/3 of the power for the State of Maryland, as well as facts about nuclear waste management and containment buildings. We found out that lantern mantles and smoke detectors have radioactivity. The Center has the 1818 Wilson tobacco barn preserved in the

facility and the rich history of the Calvert Cliffs area prior to the power plant is well documented.

A highlight was Jane Wild's wild ride on a stationary bike, which generated electricity. She cranked that baby up till it was lighting a 200-watt bulb. Her legs were flying around, and we were all proud of her. Now we know why Bob is so relaxed, as he knows that Jane can push the station wagon if it breaks down, no problem.

Outside, we gathered for a group photo (see photo at end of article) in front of the four sturdy chimneys, which are all that is left of the old farmhouse. There also was a gorgeous view of the plant itself with the Chesapeake Bay as a backdrop. Don provided snacks for all, which was appreciated.



We pressed on to Solomons Island for check-in, lunch and regrouping. We next visited the Calvert Marine Museum. It was very interesting. Not only did it have the usual collection of water-related artifacts, but also it featured a Muskrat Habitat, a tank of experimental sturgeon, and a wonderful set of fish tanks with live exhibits of bay area water creatures. There was a restoration shop for a club that restores the watercraft used by the bay watermen over the years and there were several restored examples of these boats. A must see exhibit was the Drum Point "screw bottom" lighthouse, which has been moved from Drum Point to the museum and restored. This lighthouse dates to 1883 and its center pole literally screwed into the bay bottom for stability. It once was one of forty lighthouses, and now there are only four left.

The "outhouse" for the lighthouse is positioned over the railing allowing deposits directly into the bay. It appeared to us to be the ultimate definition

of the poop deck. It originally had four cisterns for catching fresh water. A 100-watt bulb replaced kerosene as the light source and through the prism it was visible for 13 miles. The watermen complained that the 100-watt bulb was too bright and hurt their eyes and wanted the kerosene source back.

The lighthouse had a bell for foggy conditions which ran on a clock mechanism and had an assigned frequency of two rings every 15 seconds. The next lighthouse up the line had three rings every 15 seconds, and so on.

The club sponsored our ride on the Wm. B. Tennon "Bug Eye" Bay Boat, which was magnificent. We sailed for an hour in the cool of the evening, as the sun was setting, amidst the moored vessels, the movement of waterfowl and friendly conversation. It was relaxing and invigorating to say the least. This 101 year-old boat is a true woodie, as its bottom is made up of 9 logs laid in a shallow bowl shape and secured with wooden pins. It originally was powered by sail and is the oldest Coast Guard inspected vessel on the Bay. It is 60' x 17', and if cared for will last another 100 years.

Our guide pointed out all of the highlights along the way including the location where Navy and Marine personnel were trained for beach landings for D-Day in France and other campaigns in Africa and the Pacific during World War II. That was a sobering moment considering the sacrifices those brave Americans made after this training so we could, years later, continue to enjoy the dream.

Dinner followed where it was announced that Hank Dubois was this year's winner of the Dick Lebkicker Award. Hank certainly exceeds the criteria for this award, and we thank him and Cindy for their continued contributions to the Club and its members. Congratulations to both of you!



The boat ride had taken us under a bridge, which stands 140 feet above the Bay. We all had to cross that bridge the next day in our cars. There was much discussion about the fact that the Amsters could never make it over that bridge without downshifting and the Amstermobile's record would be shattered forever. We turned in with great anticipation and departed at 10am for St. Mary's City. Over the bridge the Amsters went, just flying in that old Ford. They went so fast that when they got to the other side they were in California (California, MD, that is). Hank swears he never left 3rd! Let it go guys, its not worth the fight.

Our last stop was a 2-½ hour tour of the exhibits depicting how Maryland was first colonized around 1634. This was fun and interesting too. Leonard Calvert arrived with his group in two boats to establish a "religiously neutral experiment". The Yaocomaco Indians welcomed them and offered them their "witchut" straw houses to live in in exchange for protection from rival tribes and metal implements from Europe. We toured a reconstructed village as it originally was, and heard from a period indentured servant as to what life was like. Then on to the Godiah Spray plantation, which depicted a 1660 working tobacco farm complete with house, gardens and tobacco barn as it would have been. They had the most unusual chickens there – beautiful.

Next, to the first Maryland State House (1676), complete with stocks for the bad boys. We listened to an informative lecture on the functions of the House and how different religions' faiths played a role in our early history. Our last stop was to visit a three-masted ship at the water's edge. This ship was the same as Calvert's smaller ship used in the crossing from England. How anybody could survive three months on this pile of planks is beyond imagination.

We learned how they navigated by "dead reckoning" (dead being a derivative of the word deduced). A period sailor explained the use of a "Dutch Traverse Board" to plot the ship's course and a device to calculate "knots" of speed. Knotts of speed were literally calculated by letting out a rope overboard with knots tied at intervals to determine the rate of travel. We finished up at the "Ordinary", which was a primitive motel where ordinary people stayed while traveling.

We headed home with a lunch stop in route.

Thanks again to Don Lombard and Ken Burns for organizing and leading this expedition.





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

VEHICLES FOR SALE

1936 Ford Fordor Deluxe Touring Sedan: Color Córdoba Tan; red wheels with pen-striping; LeBaron Bonnie cloth interior; rebuilt LB block; 12-v alternator system; hydraulic brakes; CD deck and stereo speakers (unit in trunk); radial white-wall tires. Call or email **Dick McIninch** for more information at 434-981-4349 or olcarfn@aol.com. (04/20)



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. (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. (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. (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

New Rockers for Ford shoebox. Set of new EMS automotive outer and inner rocker panel for 1949-51 Fordor shoebox Fords. Retails for around \$400. Asking \$150 obo. More photos available upon request. Contact **Rusty** at 703-209-4359. (04/20)



Original Shock and Links, 1935-48 Ford: One (only) original 1941-48 shock in good working order. Also, several NOS/NORS shock links for 1935-48. **John Ryan**, 301-469-7328, john@ryanweb.com. (04/20)



1953 Ford Parts: All prices negotiable. Hood (no rust or dents), \$300; Rear Bumper, \$150; Four Bumper Guards, \$20 each; Starter, \$75; Generator, \$75; 20 pieces Stainless Body Trim, \$20-\$30; Windshield Washer Glass Bottle and Bracket, \$80; Right and Left Outside Door Handles, \$25 each; Two NOS

Rear Brake Linings, \$25 per wheel; Complete EAB Engine, \$900; Two Inside Door Handles and Two Window Cranks, \$10 each; Four 16" Beauty Rims, \$60 set; One 1932 Ford Cowl Light and Bracket, \$60. **Jim Tallant**, 301-843-0955. (04/20)



Garage Space Available: I have one space available for storage of an antique vehicle; located in the Fairfax City area. You will have a key. I do not have to be present when you come or go. \$160/mo. **Dave Henderson** at 703-938-8954. (04/20)



Four Motor Mount kits for 37-53 Ford (78-6038-S). Half-price at \$8 each. Contact **Cliff Green** at 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, 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 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 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. (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. Located in Leominster, MA. (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)



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



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



1951 Ford Truck 5-Star Hood Trim, to use with your "hood spear" on sides of hood. Have both left and right. \$150. **Ray Lambert**, 703-595-9834. (06/18)



1951-52 Ford F-1 Truck Rear Axle: Drum-to-drum with springs; no wheels. \$150. **Ray Lambert**, 703-595-9834. (06/18)



1951-52 Ford F-1 Truck Front Axle: Nearly complete, backing-plate-to-backing-plate, with springs and steering arms. Note, no brake drums or wheels. \$150. **Ray Lambert**, 703-595-9834. (06/18)



1935-40 Ford passenger car tailpipe, NOS/NORS. Never used, \$50. **Jason Javaras**, 540-786-5819. (3/18)



One pair 60-HP Ford Script Heads: NOS cast iron, best offer. **Leo Cummings**, RPMLHC@aol.com, cell: 571-212-7747. (3/18)



Three 24-stud Ford Script Heads, NOS, cast iron, best offer. **Leo Cummings**, RPMLHC@aol.com, cell: 571-212-7747. (3/18)



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



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



1934 Ford Parts: Two 21-stud '34-35 engines, one complete, one parts. Small parts for '34; ash tray, bolts, bushings, rubber parts, windshield with glass; two '34-36 transmissions complete, lots of extra gears; engine heads and manifolds for '34-36; oil pan for '34; hubcaps for spare; original and new door handles; carburetor kits; water pumps; fender braces; 17" wheels; water inlet with motor mount for '34-35; 50 years of V-8 Times. Call for more info. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407, 540-847-3363. (updated 05/18)

VEHICLES WANTED

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

PARTS & ACCESSORIES WANTED

Wanted: K R Wilson Spring Spreader: V-62. Rent, borrow, or buy. John Ryan, 301-469-7328, john@ryanweb.com. (04/20)

WANTED: 1951 Ford Driving (fog) Lights (lights and mounting brackets). Original or repro is OK. Contact Jim McDaniel, 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 gcluster@rockingham.k12va.us.

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

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

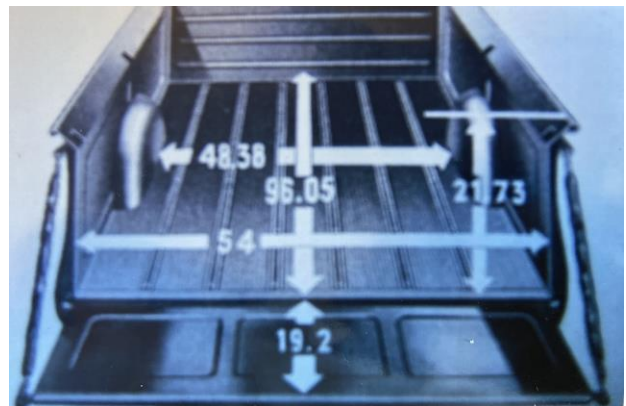
1939 Ford Pickup BED wanted. Complete bed assembly needed. If you have a bed, or parts of one, call Long Island Club member **George Vitaliano** at 914-664-5040 or email his wife Nancy at nancyvitaliano@icloud.com. (1/19)



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

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 Occoquon Rd., Woodbridge, VA 22191, 703-595-9834. (02/18)



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

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

PARTS & ACCESSORIES FREE

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



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. (05/18)

Down the Road



Stay tuned!

We'll be back soon!

NVRG 2020 Calendar

TEMPORARILY SUSPENDED

Happy April!

Due to the Coronavirus pandemic, the NVRG Board of Directors has canceled all NVRG events for the foreseeable future. As a result, the 3-month planning calendar that usually appears in every issue of Valve Clatter is being temporarily suspended.

Activities will be restarted when local and national health authorities advise that it is safe to do so.

The **monthly Board of Directors meeting** will, however, continue to take place on the last Tuesday of each month. Meetings are currently taking place via conference call, and all members are welcome to attend. If you would like to dial in to attend the meeting, contact NVRG President John Ryan for call-in information. Email John at: john@ryanweb.com.



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NVRG Car of the Month
Von & Patricia Hardesty « 1940 Ford DeLuxe Convertible



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