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Valve Clatter

Early Ford V-8 Club of America



*Northern Virginia Regional Group #96
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Editors: Nick Arrington & Stephanie Beavers

August Membership Meeting

Preserving a Flathead Engine

Presented by James Kolody, writeup by Dave Gunnarson



The August NVRG Membership Program, Preserving a Flathead Engine, featured James Kolody, who broadcast his presentation from inside his garage. James described one of his latest projects, which was retrieving, tearing down, inspecting, cleaning, and preserving a 1949 flathead engine from a pickup truck owned by his father-in-law. He walk-stepped us through a four-step process he uses to get parts from the field to the shelf.

Up Front with the President

September 2021



President's Message September 2021

Some supernatural power is conspiring to limit the enjoyment of our early V-8s (and 4s and V-12s) on the open road. First, of course, COVID-19 is a serious impediment but, after more than a year with it, we've begun to adapt and learn how to live within its constraints. If that isn't enough, this summer in particular has delivered a long and unrelenting spell of too-hot weather for V-8 touring in comfort. Finally, we've also been stymied by severe and unpredictable storms, most recently exacerbated by Hurricane Ida.

In last month's message, I anticipated our first major tour of the season – our traditional, and very popular, overnight tour to the drive-in movie and car show in Stephens City, VA, for this month. Unfortunately, we've had to cancel this event due in part to the very uncertain status of the drive-in movie due to its recent sale. Thankfully, our intrepid tour director Hank Dubois has organized an excellent replacement event – a one-day tour to the Flying Circus Airshow in Bealeton, VA. Therefore, we can still take advantage of the cooler weather of late September for our first major tour of the season. See Hank's announcement in this issue.

We're also planning a tour in October to the Cold War Museum in Vint Hill, VA. This interesting museum was founded by Francis Gary Powers, Jr., son of the famed U-2 pilot. Details on this tour will be in the October Valve Clatter.

Speaking of October, the AACA Hershey meet will be held on its usual Wednesday through Saturday slot, October 6 to 9. I confess I harbored lingering doubts whether Hershey would happen this year given the resurgence of COVID-19 due to the Delta variant. Doubts were put to rest when I received my packet of information confirming my registration for the flea market (space ODA 9).

The September NVRG membership meeting (September 14) will be the first episode of a recurring topic: Shop Talk. This new program is an open forum for exchanging ideas, asking questions, and providing solutions on all aspects of our flathead hobby. Dave Gunnarson will moderate the program and send out ground rules beforehand. I look forward to seeing you there.

Best V-8 wishes,

John

zoom
Membership Meeting
Tuesday, September 14, 7:30 PM

2021 NVRG Officers and Terms	2021 Directors and Terms	Committee Members
President – John Ryan (2021 & 22)	Membership – Gay Harrington (2020 & 21)	Fairfax Show – Dave Westrate
Vice President – Cliff Green (2020 & 21)	Programs, Refreshments – Dave Gunnarson (2021 & 22)	Tours Chair – Hank Dubois
Secretary – Nick Arrington (2021 & 22)	Webmaster – Ken Burns (2020 & 21)	Property – David Skiles
Treasurer – Bill Simons (2020 & 21)	Sunshine – Keith Randall (2021 & 22)	At-large – Jim LaBaugh

Preserving flathead, cont'd.

1. Clean in Place

James started by cleaning the engine and transmission while it was in the truck. His philosophy is to do as much as you can on the spot and clean while you are in the field. He mentioned that, ideally, there would be a pressure washer, steam cleaner, and compressed air available. Since this wasn't possible, he started chipping away the accumulated dirt and grime using scrapers, wire brushes, a razor knife, and whatever it took to chip away decades of consolidated grease and dirt. This process was to gain access to nuts and bolts and evaluate gross issues with the engine, such as seeing if there was a hole in the block.

He was able to leave the junk behind on the ground, but if you do this in your garage, you will have to clean up the crud you removed. Six months before this process started, James added ATF fluid in the cylinders, but this didn't help and the engine was still locked up when it was removed.



John and Jamie from the Model A club helping James start the engine removal process

2. Clean Again Once Out of the Vehicle

With the engine out of the car, James went over the engine and transmission again to remove more crud and provide a finer cleaning before any disassembly. The goal is to get rid of as much crud as possible, going from gross to fine cleaning, an iterative

process, and going over the engine several times, trying to expose and clean up seams between parts.



After initial cleaning, the engine comes out – cleaning continued in this position

3. Final Cleaning before Disassembly

This process involves soaking and final external cleaning using degreasers and soaps to clean up the engine as best possible. Krud Kutter is one product James used on the whole block. It sticks to surfaces instead of running off. It holds its position even on the side or back of an engine. He sprayed it on, let it sit, wire brushed it off, then repeated. Goof Off is another degreasing product he used.





Before going to penetrating oils such as Kroil PB Blaster or 10W-40, use a wire brush to get into as many cracks and crevasses as possible. Don't stop cleaning until you can see all of the parting lines between the assembled engine parts and components. This allows the penetrating oils to work best.



If the engine is really in tough shape and rusty, you can soak the engine by submerging it in a solution. James mentioned that it's possible to purchase a large plastic tub at a store like Home Depot and create a solution of water and vinegar mixed in a solution of 10 parts water to 1 part molasses.

The entire block can be placed in the tub and then filled with the solution. This will remove rust in about a week's time but eat into the softer areas such as pistons, bearings, and cylinder walls, and will require machining or replacement.

With the penetrating oil, use a wire wheel, working from gross mess to fine mess. The entire cleaning process took about a week full time.

4. Final Disassembly and Inspection

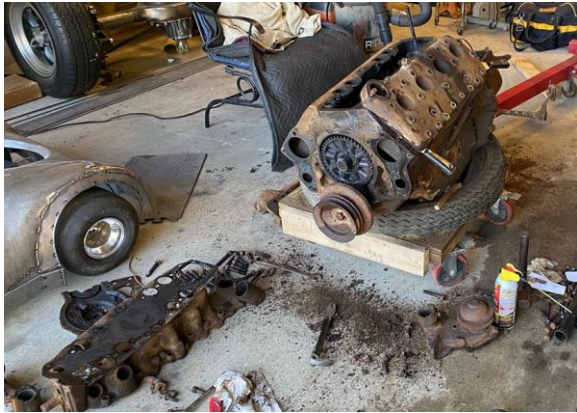
With the engine block on a stand, it's possible to get into tiny corners, and you can start taking nuts and bolts off. An impact gun helps with removing nuts and bolts.



Bottom end with oil pan removed

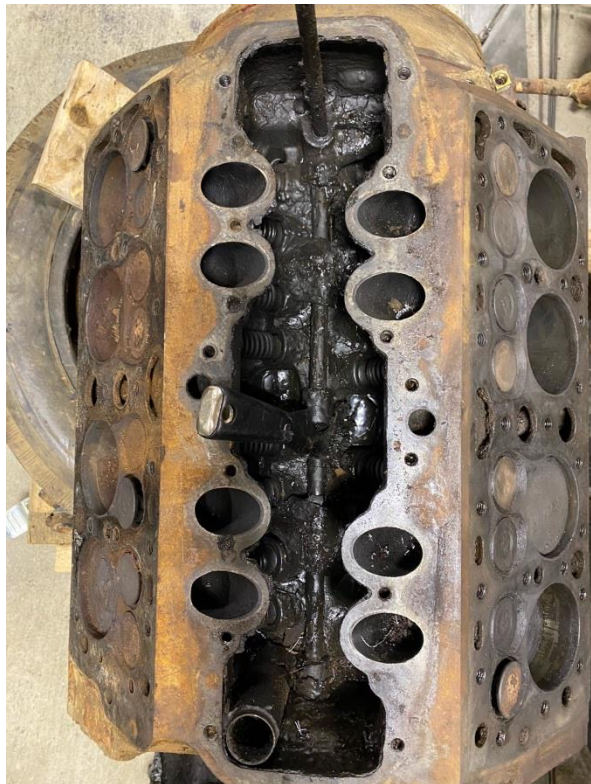


Heads off, the disassembly begins



Cleaning and initial disassembly

Once the valve gallery is open, repeat the cleaning process with Krud Kutter. Inspect and use gloves and rags, disposable towels. He used acetone with gloves to clean parts inside. and then soaked in penetrating oils.



Valve gallery before cleaning

While parts are soaking, it is possible to put removed parts in the sand blaster.



Sandblasted parts

He then started disassembling internal engine parts such as the valves, pistons, and crank, and inspected parts as they were removed.



An inconsequential block crack which James plans, in the future, to have drilled and plugged

In the end, James discovered that the engine was well worn but salvageable, and he also discovered a small, inconsequential crack in the block. Now the engine parts are all clean and in dry storage awaiting a day in the future for rework and re-assembly. James likes to paint and organize parts before they are put away so in the future it will be easy to pick up the parts and use them for a project.



Stripped, cleaned block



Oil pan cleaned

Thank you to James for a great presentation and sharing his techniques, tools, and processes!

“No Soup for You” at Berryville

By Jim Gray

At 0700 on Friday, July 23, Clem and I rolled for the Shenandoah Valley Steam & Gas Association show in Berryville, VA. Our first stop was to pick up former GWCer Dan Danielson in Gainesville. By 0900 we were parking along the fence at the entrance to the Clarke County Ruritan Fairgrounds in Berryville. It was Day One of the show, and all Clem could talk about was the hot white bean soup and the treasures that must be in the Saturday morning auction preview area.

We met up with Bruce Metcalf as we headed into the meet, and Luke Chaplain very soon thereafter. The signage on the first building welcomed us all.

James Kolody, Benny Leonard and his grandson Zack, who’d come together in James’ truck, came in just after we arrived. We bumped into them here and there, but we all seemed to be in individual orbits.



This show is kind of like Forrest Gump's box of chocolates... you never know what you'll get. Like maybe a 1950s pedal car. Or even a "necessary" rocker. Come to think of it, I don't think I've ever seen such a setup in a rocking chair. It seems wrong no matter how I think about it.



In the horse building, though, I found an interesting pair of antique German dolls that predate the Civil War. I think Kathie is glad I got those for her instead of the "necessary rocker."

I know Dan bought some functional things, like shrink tubing, but I failed to get a report on all the other purchases. One thing for sure, Clem didn't buy any more barn yard metal treasures for Miss Sandy.

I thought Clem was going to faint dead away when he heard there was no bean soup... this was almost a gastronomical tragedy. That is, until we found *Nonni's*.

Clem had told the ladies at the entrance that he'd been looking forward to the bean soup for two years. Then he heard: "No soup for you!"

After the ladies quickly recommended "the yellow truck" for lunch, it seemed as if tragedy had been averted. As we wandered the field, our drive to find this mythical yellow truck became more intense. Finally, at the far end of the show field, we spotted it.

The food turned out to be excellent, even better than Clem's favorite bean soup, at least in my opinion.



As we waited at the car for all to arrive, I met a nice lady with two fine pups... turns out (embarrassingly) that it was Sarah Gunnarson with her assistants Poncho and Isabel. It was great to briefly visit with her. The "No pets" rule kept her off the field until Dave came out to take his turn with the dogs.

On our way out of town, we stopped by Bruce and Loretta Metcalf's house. Unfortunately James and Benny had to head home early. Clem, Dan, and I got to see Loretta before she headed off to a bridge game, and to meet Deidra, their daughter.



The great snacks and visit got us all fueled up for the drive home – except for Clem's mutterin' that he hadn't seen the Doodle Bug in the auction preview lot as reported by Luke. Fortunately, once we got home, Luke sent Clem a couple of pics of said Doodle Bug.

All-in-all a super pandemic escape.



Uncle Raeman was brim full of rare treasures... some of which squawked loudly in the cool morning air. Upon parking, a huge crowd gathered around us to gaze upon said treasures. Sandy immediately found Ms. Sharon Leonard and they headed for the American Legion bar. (I'm hearin' coffee clutch but believin' mimosas.)

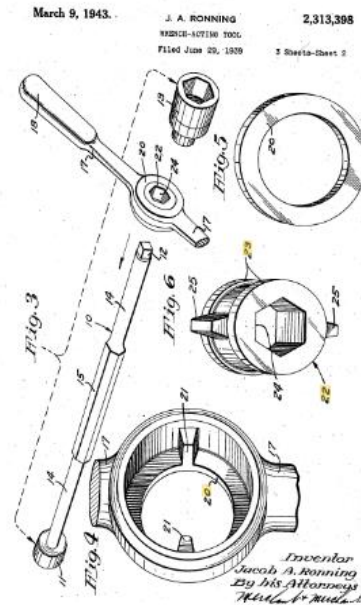
The swapping and foisting stuff away was brisk. Highlights included Shepman falling for my pink Shock Wrench because it was pink (no), but because it was made in Akron, OH. (So gets your Akron tools together, we have an interested customer.)

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GWC Summer Flea Market

By Clem Clement, as told to Jim Gray with pictures by Jim Gray and Greg Shepherd

On Saturday, July 24, Ms. Sandy followed me in her still-muddy-from-Berryville van as I drove my 1939 Ford pickup – “Uncle Raeman” – to the summer flea market. Uncle Raeman is the man who taught me all I know about fixing old vehicles. Sandy had heard that after the July 4th parade, parts were flying off Smokey, so she was on a self-directed picker-up mission behind Uncle Raeman.



Shep found that the patent was granted on March 3, 1943. The associated paperwork showed that it was (before being pinked by Clem) part of a system for working on different shocks.

Rusty Rentsch gave me a brown suede machine wrench. It's now in a de-rusting bath and will soon be given a lapidary tumble.

Jim Gray found two rear fenders for his '31 coup restored by Bill Beardmore, who did the now 18-year-old body and paint work on Jim's '31 coupe. Bill told us that as his customers had him change their cars over to alternators, they would give him their old generators. Now he's rich in generators, most of which don't sell.

Alanna Rivera had some stunning art work on display. She also does "car portrait" commissions. She'd been encouraged to come to the flea market by James, so I recommend him as the best path to contact her.

Gene arrived in his newly done coupe with fantastic wooden trunk. It's both roomier and lighter than a regular trunk and is done in aromatic cedar. He offered a swap for an old motor oil heater I had for use under a cold car in Alaska for winter starting. The swap was for a 1930 license-surround to replace the one that fell off Smokey on July 4. The motor heater now hangs on Gene's fireplace mantle ready for the next cold spell.



Phil Kania wanted a generator of mine if, as promised, it worked. Rusty brought jumper cables to motorize a generator which did not work; thus, catching me in the first lie of the day. I brought it

home and cleaned it up, but it still don't work, so I raised the price.

Ms. Sandy, after bringing me a welcome egg sandwich and watching me pick up a piece of sausage that fell from the sandwich in the parking lot, left to go shopping. I was informed that the three-second rule does not apply in a parking lot. But I'm still feeling OK, so it must.

Several members helped me replace stuff in Uncle Raeman for the trip home. Actually, we all had a wonderful chatting and playing in the best flea market we have experienced in several years.

And, like flea markets of old, sometimes the sellin' and swappin' comes after the show. Luke had hauled a 60HP EV-8 flathead motor to the market – but it didn't sell. I told him that Dan Danielson and I sold Eric Sumner (of the NVRG Club) a midget race car which included a sick 60 HP flathead motor. Contacts were made; Eric has another motor, Luke has none.

Jim had hauled one of my five red wheels to the show which didn't sell. But Benny and his grandson Zack decided they needed them. They came to my house Friday, July 30, and relieved me of those five – count 'em five matching red (with fako whitewalls and six spare NOS yellowed white walls) 16-inch spoked wheels for chump change. Benny and Zack bought train-guy Phil Graves' '30 Model A coupe and are getting it in running order.

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Tractorin'

By Warren Barbee, Jr.

Each July, often the third weekend of the month, the Shenandoah Valley Steam & Gas Engine Association puts on their annual Steam Show. The show is located just off Route 7 as you head west toward Winchester, VA. A great scenic ride for V-8ers, although going both up and down Mount Weather is a Flathead challenge for some. It's still well worth the ride for a show that has tractors and field equipment of all kinds and a swap meet-flea market that has some true junk and some great finds.

This year's event was not as busy an event as I last visited in 2019 but great fun nonetheless. It can be extremely hot in Berryville in the summer

months and this year's July 22–24 event was not as hot as years past, but it is *always dusty!!!*

Here's a few tips to make it worth the ride: Arrive early, around 8 AM. That will get you close to the entrance for parking. Wear clothes that look good in dust. Plan on leaving just after the 12-noon tractor parade (very dusty) and, last but not least, bring a camera! Of course, like my last report, I ran into our fav Early V-8 writer Ken Gross. Attached are a few pictures I shot. Did I mention the amazing array of Minneapolis-Moline tractors that showed up? Check out a few pictured.

P.S. There were a few Early Fords on the grounds running around – mostly Models T and A – all extremely rough but puttin' around the fairgrounds to the delight of everyone, including myself.



A DOUBLE ADVENTURE

Tales of the New England Woods

By Jim LaBaugh

“British bankers drive Rovers. British bank robbers drive Jaguars,” quoted the host of a garage tour arranged by my sister Betty when visiting her in Massachusetts in August. The subject was the host’s 1962 Rover 95 P4. In the case of the car in the garage, the original driver/owner, however, was not a British banker. Instead, it was Admiral John Henry Godfrey who, some 20 years prior to his purchase of the Rover, was the Director of Naval Intelligence (1939–1942). His personal assistant was Ian Fleming, and Godfrey was the basis for Fleming’s character “M” in the James Bond novels.



The Rover

The host also had a 1934 Ford Station Wagon that was inherited from an uncle. It had some mechanical work done sometime in the 1960s but otherwise was an original car. When I sat in the ‘34 with my hat on, my sister took a picture that turned out to be an approximation of a woodie wind vane she had given me a couple of years before, minus the surfboard.



1934 Ford Woodie



Woodie Wind Vane

Another treat was sitting in the host’s Model T boat tail Speedster. It had what appeared to be original tires. The host noted that whenever he takes his cars to shows, he encourages people to touch the vehicle on display as well as sit in it to give them a feel for what it was like behind the wheel, and instill in younger people an interest in vintage motorized transportation. In addition, he has period goggles and hat for driving in the Speedster. My sister had much fun when she climbed behind the wheel wearing that period attire.



Jim LaBaugh’s sister Betty in Model T Speedster

The day before, the host had driven his Corvair Greenbriar Wagon to my sister’s town, Newburyport, MA, for its annual summer car show. The wagon was used to bring a soapbox derby car he built for a neighbor’s child and put it on display. The annual event includes over 200 vintage and classic cars, parked along the streets of the picturesque downtown, streets blocked from regular traffic other than foot traffic during the show. Situated on the banks of the Merrimack River near where the river flows into the sea, the town is the birthplace of the U.S. Coast Guard and is a prime destination

for tourists. Among the wide range of vehicles on display for the tourists this year was a Mercury Woodie located near the bandstand where music from the '50s set the mood for the crowd.



Model T Depot Hacks

My trip to visit my sister coincided with the annual Woodies in the Cove car show in Wells, Maine. The event is the principal fundraiser for the Historical Society of Wells and Ogunquit, Maine. Bill Simons and his '49 Ford Station Wagon have been regular participants in this show, including the 2019 event which was part of the National Woodie Club's National Meet that year (reported in the September 2019 issue of the Valve Clatter). I met Bill on the show field in the morning as the 25 or so cars in the show slowly assembled. A pair of Model T Depot Hacks greeted members of the public as they entered the show field. Bill's '49 attracted much attention. People were amazed that he had driven it from Virginia to summer in Maine and intrigued by the fact he had driven it to California and back, with appropriate period decals from that journey on his side windows.



Woodies on the show field



Bill Simons and Jim LaBaugh at the Woodies in the Cove show in Wells, ME

A forecast of rain and strong storms that never materialized kept participation mostly to those Woodies within an hour's drive of the show. Nevertheless, the public was treated to a wonderful variety of woodies. There even was a 1951 Ford Woodie for sale that had been acquired by a local restoration shop from a nearby estate. It was a solid original car, with wood in good condition, yet needing varnish. The asking price of \$61,000 was an indication that the For Sale sign on the car, and the car on its trailer, likely will make many more appearances at this annual event.



'51 Ford Woodie



'51 Ford Woodie

The '51 departed before the end of the show and the beginning of the parade of Woodies into the cove in Ogunquit – a very slow odyssey many veterans of the event avoided because of the high heat and humidity of the day in 2021.

My sister's discovery of a connection between my father's 1939 Ford Deluxe Station Wagon and the Larz Anderson Auto Museum in Brookline, Massachusetts, meant a trip to that museum was on the agenda for my visit. (That discovery was part of the presentation made during the March 2021 monthly NVRG meeting, with a recording available on the club website courtesy of Ken Burns.) The museum occupies the Anderson's Carriage House on the grounds of their Brookline Estate, a building modeled after a French chateau. The museum entrance is on the upper floor, which houses a rotating collection of vintage cars not owned by the Andersons.



Larz Anderson Auto Museum



Larz Anderson Museum entrance

The philosophy of the museum is to keep the Anderson's cars in original, unrestored condition. Therefore, on the upper floor a side-by-side comparison of two Jaguar XK120 cars features the difference between an original, unrestored car (a 1951) and a restored car (a 1953). At the time, these were the fastest production cars available in the world, with a top speed of 120 mph. No wonder British bank robbers favored them.



As part of the rotating exhibit, pickup trucks were featured at the time of our visit. These pickup trucks included a Ford F-100, 1918 Chevy Model 490, a 1925 Model T, and an early 1960s Volkswagen, which shared floor space with a 1922 Ford Model T snowmobile. The sign in front of the VW indicated that, because of a European tariff on chicken imported from the U.S., the U.S. responded with a 25 percent tariff on light pickup trucks in 1964, thereby ending import of the VW light pickup trucks at that time.



Ford Model T Snowmobile

The lower floor of the Museum houses the Anderson's cars. Their purchases reflected an interest in the latest automobile technology of the time, whether electric, steam, or fuel powered. Of greatest interest to me was their 1906 CGV (Charron, Girardot et Voigt). It was the most expensive car they ever purchased, for the equivalent of \$650,000 in today's currency. Designed for long-distance travel, the rear seat converted to a bed, and it had a toilet and wash basin.



The Anderson's 1906 Charron, Girardot et Voigt

My interest was based on the fact the car's nickname was "Winnepocket" – the same name as the lake in New Hampshire where the Anderson's summer retreat was located and named "The Box." This summer home was shared with Isabel Anderson's cousin Evelyn Foster Hastings, the original owner of the '39 Deluxe Wagon purchased by my father. Hastings had the words *The Box* painted on the front doors of the car and it was used and stored at that summer home until it was sold.

The Andersons also owned a 1901 Winton Bullet, nicknamed "Buckeye." A Winton identical to the Andersons helped Ford get started when that Winton broke down in a race with Ford's "Sweepstakes Ford" in 1901. The money won by Ford helped him start his business. The Anderson's Winton Bullet is completely original, and one of only four ever built, including the one that lost the race to Ford.



Isabel Anderson was the first woman in Massachusetts to obtain a driver's license. An early favorite of hers was a 1908 Bailey Electric. As we viewed the Anderson's collection, we noticed that the Bailey was missing. The museum docent explained the car was missing because the museum had been asked by Pebble Beach to include the car in this year's event. The museum staff were thrilled, particularly because it started on the first try and was driven a bit on the grounds of the museum at the start of its long journey to the show field at Pebble Beach.

For those interested, the museum website, larzanderson.org, includes a list of all the cars in the Anderson collection, with information on each vehicle. More information is on display by each car in the museum. The website includes a very informative sound recording of a presentation on the entire collection and the unique aspects of the cars.

In addition to the cars, one room is set aside to explain how Larz and Isabel met, as well as to provide details about their remarkable careers, his as a US ambassador, hers as a popular author and also volunteer nurse in Belgium and France in 1918 during World War I, for which she was awarded the Croix de Guerre and other medals. Many photographs of their mansion and extensive grounds provide a glimpse into a world long gone as their house is no longer standing. They also spent part of the year in Washington, DC, and the Anderson's DC mansion is now the headquarters of the Society of the Cincinnati. Both of their remains are interred in the National Cathedral.

Time at the museum was very enjoyable, and because I have a modern Fiat 500, I found the Anderson's Fiat intriguing as well. Their 1907 Fiat Tipo 50/60 has a T-head engine of 674 cubic inches that is 54 inches long. Mounted on a car with a 139-inch wheelbase, it was one of Larz's favorite cars.



The Anderson's 1907 Fiat Tipo 50/60

With the Fiat in mind, and to return to the beginning of this story, what do British bank robbers drive when they rob banks in Italy? For those who have seen the 1969 original of the movie "The Italian Job" the answer is a Mini Cooper, of course!

P.S. While at the Larz Anderson Auto Museum, I discovered another connection to the museum apart from the '39 Woodie. My sister was an intern at the museum in the 1970s when she was going to school in Boston. She had even designed a brochure for one of their events!

A PENNSYLVANIA FAVORITE

58th Annual 2021 Das Awkscht Fescht Antique Car and Toy Show – Macungie, PA

By Nick Arrington and Joe Freund

The great news is that the Das Awkscht Fescht Antique Car and Toy Show happened this year after being canceled in 2020 due to COVID-19. There was much anticipation by all planning to attend, including Nick and Kathy Arrington, their friends Deidre and Bob Vignola, and Joe and Sara Freund. (Note: A 1972 Triumph TR6 formerly owned by Nick and sold to Bob, who restored it, was sold to Joe late last year.)

We all met the morning of Friday, August 6, at the Arrington's, minus Sara, who is recovering from knee surgery. (Sara and Joe's daughter flew in from Houston to be with Sara, which freed Joe from caregiving duties for a few days.) Bob drove his 1966 Ford Mustang and Nick drove his 1960 AMC Rambler station wagon. Joe and Kathy were in modern vehicles, with Deidre riding shotgun with Kathy. The weather was great and, as they say, "it was the best of times" as Bob led the way to Macungie, PA, via the Lincoln Highway, followed by Nick, Kathy, and Joe. A foreshadowing event occurred when Joe clipped a folding chair on the side of the road breaking it in pieces and sending it into the air. Fortunately, the car behind Joe's truck was able to take evasive action. Several miles later Bob, Nick, Kathy, and Joe ran over six bags of foul-smelling manure that had fallen off a vehicle. You can imagine how unpleasant this was for Nick and Bob driving their cars with no AC and manure laden tires.

After a stop for lunch, we continued our trek. When Nick started his Rambler, he immediately heard an unwanted engine sound, but decided to proceed in hopes that the sound would end. When

the sound continued and got louder, he pulled into a gas station/C-store and we followed. Nick's diagnostic testing revealed a bad generator. He lubricated the bushing and hoped it would be enough to get to the B&B less than 15 miles away. While we were stopped, Bob decided to buy some gas for the Mustang. After filling the gas tank, Bob went to start the Mustang and immediately noticed that the acceleration was choking and the engine was idling roughly. The three of us began diagnosing various possibilities. Thinking it could be a vapor lock, we tried some ice cubes, which didn't help. Then we thought the fuel pump might be the culprit. To test it, we disconnected the fuel line to see if it would pump fuel into an empty plastic bottle when we started the engine. Unfortunately, we forgot to disconnect the wire to the electric coil and, upon starting the engine, it instantly erupted into flames. **HOLY CRAP!** Fortunately, Bob yelled for the fire extinguisher, Nick quickly grabbed it, and Bob extinguished the flames. The car was saved with no damage to the engine block, engine compartment, or the body paint. There were several singed wires running from the distributor cap, but they were still functional. The engine compartment had a layer of white extinguisher dust everywhere, looking like it was hit by a snowstorm. Not to be deterred, the Mustang and Rambler started up, and we gracefully limped to the B&B. After settling in and enjoying some beer and snacks, we drove in a modern vehicle to dinner where we enjoyed good food and conversation.

After breakfast on Saturday, we headed to the car show field where Bob parked his Mustang. Then we sat and watched the many cars entering the show field. What a terrific mix of cars and trucks! The weather was perfect! Afterwards, we walked the fields, and the ladies left for their spa day. The guys weren't completely sure what all that would entail but, what the heck, everyone was happy. Two days of checking out the cars and walking the flea market resulted in the purchase of several antique toys. Saturday night we were treated to a fantastic fireworks show.

In the end, the Rambler was not able to be driven home. Since there were no U-Haul car trailers available to rent in the area, Nick was able to get a friend with his truck and trailer to transport the Rambler home. This was a great outcome to a great weekend. Enjoy the photos that follow.



'37 Ford



'38 Ford Race Car



'40 Ford



'41 Ford



Macungie Woodie



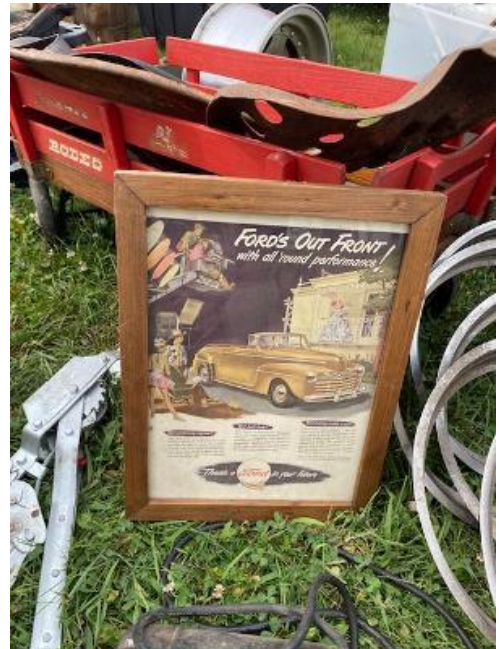
'42 Ford



Flea Market



Lots of '49-'50 Models



More Flea Market



Modern alternator now replaces bad generator that failed



Rambler that could not ramble home

NEW MEMBER WELCOME

The NVRG's newest member as of August 2021 is Michael L. McCarthy of Springfield, VA. Mike enjoys Early Ford V-8s and flathead engines, and owned a 1953 Ford for many years. Mike did all his own maintenance and work on the '53, although he did bring engine parts to shops when precision machining was needed. Mike doesn't currently own an EFV-8, but is always on the lookout for a good one – a "driver" he can enjoy. Welcome to the NVRG, Mike!

A NEW HOME FOR HOOCH

"Hooch" Is Delivered to Its New Home

By Keith Randall

On July 30, I trailered Jim McDaniel's 1951 Ford sheriff's car to Raleigh, NC. "Hooch," as Jim and his family call the car, was safely handed over to Jim's son, Mason McDaniel. Correspondence from Mason since then stated that he has had the car out and about several times and is already getting to know folks in the old car community in Raleigh.

Mason wanted the RG#96 members to know that he and his son Robby (about to obtain his driver learner's permit) intend to keep Jim's legacy front and center. He also wanted to express again how much he appreciated the help that Club members Frankie Martin, Bill Simons, Cliff Green, and myself provided in working out some of the car's bugs and getting it running.

By the way, if you are wondering about the name Hooch as it applies to Jim's car, I'll explain. Jim was a retired Army Lt. Col. who spent two tours in Vietnam flying UH-1 helicopters. As an army guy, Jim spent the time when he wasn't flying missions in the war hunkered down in the field in sand-bagged bunkers. *Hooch* is military slang for these simple dwellings. Jim said that the interior space of his '51 was about the same as the hooches he spent so much time in during the war.

We all miss you so very much, my friend.



If the Shoebox Fits

By Milford Sprecher

I guess my first mistake was having a four-car garage with only three cars in it. Now my four-car garage has four cars in it, the latest acquisition being a 1951 Ford convertible.

I have long been a shoebox fan, having looked at one when I was thinking of getting a more modern car a few years ago. I wanted a convertible, but I thought those would always be out of my financial reach, so I didn't think much more about it. Recently, I had been thinking how nice it would be to have a convertible that would carry more than two people. I have a Mazda Miata and a Model A Roadster, but something a little more modern that could take a few more people was a nice thought. Little did I know how quickly one would turn up.

I suspect that most of you saw the email from Joe Belsley about the '51 Ford convertible he saw at Katie's Cars and Coffee a few weeks ago for the amazing price of \$15,000. The car looked great, if a little *restomodded*, so I quickly called the owner and arranged to see and drive it.



The owner was a retired CIA analyst who lives near Great Falls, VA – a very nice guy who maybe got in a bit over his head with this car. A couple of pieces in the top mechanism broke when he put the top down. He paid over twice what he was asking for the car, which was a bit hard for me to understand, but whatever his motivation, it was a very nice car.

It has dual exhausts without much muffler to get in the way, Offenhauser heads, dual carbs, and electronic ignition. It was converted to 12 volts. The price was really too good to pass up, but I sent Bill Simons an email looking for some input from him, as he has a '49 convertible. He called me soon thereafter and the first question I asked him was whether he was calling on behalf of Antique Car Buyers Anonymous or whether he was an enabler? He said he was an enabler, so at least I knew his position from the outset.

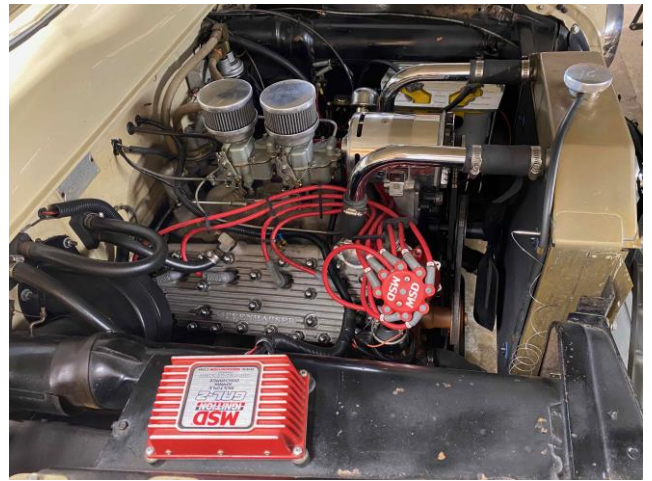
He had a favorable impression of the car and thought it was a good deal. The current owner had bought a reproduction of one of the broken top mechanism pieces, but the body mounting on the driver's side was also broken and it is not reproduced. Bill told me about Russ Brown, who has collected a lot of parts while restoring his '49 convert. I got in touch with him and he told me that he had a number of sets of the body mount part that I needed and that he would be happy to sell me one. That was all I needed to hear, because I was wondering where I would find that piece that was broken.

We executed the transaction the old fashioned way, with me taking the buyer a personal check, which then cleared. I picked the car up on the 10th of August and drove it to my garage in Silver Spring, MD. It drove well. I was impressed with the brakes. It handles like a 1951 car, of course, but took to the road well. I was able to get an appointment at Maryland MVA to get the car titled and tagged in MD.

The car currently has 14" wire wheels. My plan is to replace them with original 15" wheels and hubcaps. I have a gas gauge to get working, too. The gas mileage on the car is poor, so I plan to remove the dual carb setup and go back to a single carb. Of course the broken parts in the top need replacing. The windshield wipers don't work. My to-do list on the car is not too long, so far.

I look forward to participating in a club tour with it soon.

More photos next page.



September Membership Meeting Announcement

The September NVRG membership meeting feature the first in what will hopefully be a periodic recurring topic. Introducing *Shop Talk*, a new NVRG Membership meeting program. It's an open forum for an exchange of ideas, a place to ask questions and seek advice about our cars, trucks, engines, garages, and other aspects of our flathead hobby.

Can't figure out what's wrong with your car? Need to find out if anyone knows how to do something you can't figure out? Want to share a great idea, technique, tool, etc.? Then this is the place for you.

Because we will be using Zoom, *Shop Talk* will be moderated to help one person speak at a time so everyone can hear the comments.

The meeting will start with some topics already arranged. If you have a topic or question and want to add it to the agenda, send it to David Gunnarson at gunnarson@verizon.net. This way you will be certain to have your voice heard.

Topic: Shop Talk
 Date: September 14
 Time: 7:30 PM

Zoom Meeting Link:
<https://us02web.zoom.us/j/87289961471?pwd=bWQ3dEFyZnl6R3NxTHZyS2JWRVJJdz09>

Meeting ID: 872 8996 1471
 Passcode: 800140
 Phone: 301-715-8592



A Saturday Drive in the Country for Pre-War V-8s



A group of Pre-War car enthusiasts and Ayrshire Farm in Upperville, VA, have invited NVRG owners of Pre-War V-8s to a 70-mile drive through the Virginia piedmont on Saturday, October 2. The drive will visit a working water-powered grist mill on the Shenandoah River where a box lunch will be served, a stop by the Burwell-Morgan Mill and the Old Chapel, Long Branch Mansion, and Bluemont Vineyard, with optional stops at the Bear Chase Brewing Company and Barrel Oak Winery and Taproom. The tour ends at Ayrshire Farm with an ice cream social and farm tour to see rare-breed cattle, pigs, and horses on this working organic farm.

The tour will also include an optional Poker Run with a prize for the high hand of the day. Cost for the day is \$45 per couple and includes lunch and the ice cream social but does not include winery or optional Poker Run entry fees.

To attend or for more information, please email: joy@ayrshirefarm.com. Hank Dubois has requested additional information on this event such as starting time and rain date and will provide it to NVRG members via email. Also, if you do plan to attend, please let Hank know at 703-476-6919 or handcdu-bois@verizon.net, so he coordinate an NVRG caravan to the event.

September Tour – Flying Circus Airshow



With the worst of the summer's heat and humidity behind us (hopefully), it's time to get our V8s out and have some fun! Accordingly, on Sunday, September 19, NVRG will be heading out to the Flying Circus Aerodrome in Bealeton, VA, for the weekly vintage airshow. It's been quite a few years since we've been to the Flying Circus and this will be a good opportunity for some of our newer members to experience their unique and exciting airshow. But, even if you've been to the Flying Circus in the past, you're sure to be thrilled and amazed anew by this airshow. The pre-show starts at 2:00 PM, with the airshow following at 2:30 PM and ending at 4:00 PM. (You'll still be able to attend church services in the morning before joining us for the afternoon's festivities.)

We will gather at Fair Oaks Mall at our usual spot and plan to depart shortly after 12:00 noon in order to allow for a leisurely drive to Bealeton. Bring a picnic lunch with you or you can purchase food at the snack bar at the airfield. It would also be a good idea to bring along comfortable chairs. Admission is \$16 for adults, \$14 for active/retired military, and \$8 for children aged 5–12. (If we have 20 or more adults, the price would be \$11/ea. but arrangements need to be made in advance.) In case of inclement weather, this tour will be moved to the following Sunday, September 26.

If you would like to participate in this tour, please call Hank Dubois at 703-476-6919 or email him at handcdubois@verizon.net. Please notify him as soon as possible, so that the reduced admission rate can be arranged if we have 20 or more adults participating. This tour will be a lot of fun, so don't miss the opportunity to join in!



NOTE: The "Automart" is maintained and updated by NVRG member Nick Arrington. If you have a submission, update, or correction, please contact Nick at nta1153@verizon.net. To be included in the upcoming issue, ads need to be submitted by the 18th of each month. ****WANT AD GUIDELINES****: Ads expire after running six months. The expiration date (the issue in which the ad last runs) is listed at the end of each ad. Expiring ads may be extended another six months at the request of the ad submitter.

VEHICLES FOR SALE

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. (exp. 02/22)



1936 Ford Model 68 Touring Sedan: Córdoba Tan exterior with poppy red pinstripes and wheels (Spyder hubcaps); Bedford cord interior; rebuilt engine (LB block) and transmission; Columbia rear end; hydraulic brakes; radial tires; seat belts; turn signals; and electronic ignition. For more information, email olcarfn@aol.com. (exp. 02/22)



PARTS & ACCESSORIES FOR SALE

Miscellaneous items: Dog dish-style Ford hubcap with white paint near center and battery clock in center: \$25; 4-bladed fan for Model A: \$40; Model A spare tire shiny mirror with leather strap: \$25; same with chain strap and 4 1/2" mirror: \$25; three shock dog bones: \$3/ea.; brake master cylinder mount/shaft pivot for 1948 Ford, O1A-2467*10: \$65; several helmeted Mercury wheel disk spinners, nice: \$20/ea.; several black truck hinge mirrors: \$20 each; one long-arm truck mirror, 5" mirror: \$20; Model A Pitman arm: \$20; Model AR distributor (suspicious body): \$50; Model A oil pump: \$40; Model A band-mounted electric cutout, Brattons, new: \$50; Model A carb, no markings: \$30; Model A carb, Sears rebuild sticker: \$30; 8BA Carb: \$65; Model A truck tail light with cast bracket, black, used: \$65. **Clem Clement**, H: 703-830-5597 leave message or Clem.Clement@cox.net. (exp. 2/22)



1934-36 Accessory Greyhound hood ornament. I believe this to be the Ford Authorized Greyhound Accessory Radiator cap made by Stant Mfg. Very good condition overall. Has been in storage for many decades. This is not the Ford unit with the dog's tail that stands out on it's own but is much nicer than the other units made in that era. Accepting reasonable offer. Call **Gary** in Harrisonburg at 540-867-9459. (exp. 12/21)



Six-piece display hand tools: Assembled and authenticated to be correct for your month/year Early V-8. **Dave Henderson**, 703-938-8954. (exp. 11/21)



Folding bail-foot tire pump: As discussed in the '35-'36 Ford Book. \$65. **Dave Henderson**, 703-938-8954. (exp. 11/21)



Electric wall or ceiling mount heater: 240-V, 17,000 BTU. Has been in storage 20 years. Needs a cover plate for the thermostat control. \$30. Money back guarantee if it does not work. Email **Russell Brown** at dogbanner@gmail.com. (exp. 09/21)

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MUH-03-B	208	3	1	14.5	10,238				27
MUH-03-2	208/240	2 2/3	1	10.8/12.5	7500/10,238				27



Model A Ford Wheel Rims and Misc. Parts: I have about 25 Model A rims, some in good shape, some with rust. \$25 each. Also have lots of misc. Model A parts. Call with your want-list. **Benny Leonard**, cell: 703-863-814. (exp. 09/21)



Cabin Fever Sale: NOS running board 1939-'40 right side, \$495; 1949 Mercury chassis with engine & OD trans, \$495; 1953 Merc engine, complete with auto trans, \$995; 1941 NOS front fenders (top) – pair, \$495; 1938 NOS fender right front for standard, \$225; 1938 radiator (nice, no leaks), \$195; many 1935-36 parts. Trades considered for Ford V-8, '60s MoPar, Nash Metropolitan. **Jim Crawford** 301-752-0955. (exp. 08/21)





NVRG 2021 Calendar



September	
8	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
14	Membership Meeting – 7:30 PM. Program: Shop Talk. Presenter: Membership. Venue: Zoom. See details, page 21.
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
19	Flying Circus Airshow – Bealeton, VA, Aerodrome. Noon departure, Fair Oaks Mall. See details, page 22.
28	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
October	
2	Pre-War V-8 Drive to Ayrshire Farm – See early details, page 21.
12	Membership Meeting – 7:30 PM. Program: Hershey Review by membership or Hershey Retrospective by Cliff Green. Venue: TBD.
13	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
23	Tour to The Cold War Museum – Vint Hill Station, VA. Details TBD.
26	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
November	
9	Membership Meeting – 7:30 PM. Program: C&O Canal History. Presenter: Bill and Patricia Potter.
10	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
30	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Save the Date!



- September 19 – Flying Circus Airshow
- October 2 – Pre-War V-8 Drive to Ayrshire Farm
- October 23 – The Cold War Museum Tour
- December 14 – Holiday Party

Valve Clatter Content Coordinators

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Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Bill Simons	bsimons@rustinsurance.com
Want Ads	Nick Arrington	nta1153@verizon.net
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