



Northern Virginia Regional Group

[www.nvrg.org](http://www.nvrg.org)

*Valve Clatter*

*Early Ford V-8 Club of America*



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

Volume XLIV, No. 9, September 2022

Editors: Nick Arrington & Stephanie Beavers

# August Membership Meeting: Ford Motor Company Operations in Washington, DC

By Dave Gunnarson



Little known to many, Henry Ford built a six-story building in downtown Washington, DC, right on Pennsylvania Avenue between the US Capitol and the White House. It was designed like other Model T manufacturing facilities Henry Ford was constructing all over the United States with the purpose of manufacturing the popular car. Never heard of this? Well, don't feel bad – not many people have. The August membership meeting explored this little-known local history of Henry Ford's operations in Washington, DC.

# Up Front with the President

## September 2022



### President's Message September 2022

I spent nearly the entire month of July in Scotland and Ireland. In my absence, Cliff Green led the July Board of Directors meeting and wrote the President's message for the August Valve Clatter. Thanks, Cliff!

Although it is still in the upper 80s as I write this, the weather is improving and there are lots of V-8-friendly car events coming up in September and October. Check out the calendar at the end of this issue to see a full list of what's coming up. A few events are especially noteworthy.

First, Joe Freund and Nick Arrington have worked to bring back our summer picnic after a long COVID hiatus. This traditional, very well-attended event will be held on Tuesday, September 20, from 11:00 AM till 3:00 PM at Occoquan Regional Park Pavilion No. 4, rain or shine. See the announcement in this issue for details.

Second, another popular NVRG tradition is our Fall Tour. This year, it will be centered in the Staunton-Charlottesville area October 18–20. Activities and stops include Bruce A. Elder Antique and Classic Automobiles Museum, a private tour of the University of Virginia Rotunda, and the Exchange Hotel in Gordonsville (visit scheduled for 10/20) is a civil war medical museum, not really a hospital. Thanks to Bill Simons, Dave Gunnarson, and David Skiles for organizing this tour. The Institute for Highway Safety would not give us a tour, so that is out.

Then there's Hershey! Just around the corner. Dave Gunnarson is organizing the camping, including gourmet breakfasts and group dinner events. Contact Dave for more information.

Finally, there is the Rockville Antique and Classic Car Show on October 15. See the calendar in this issue for more information. If you register by September 11, the cost is \$10; after September 11, the cost is \$20.

The program for the September membership meeting will cover multiple restoration and roadworthiness topics: mechanical brakes, tire failures, and interior panels. David Skiles, Bill Simons, and Dave Gunnarson will be presenting on these topics. I look forward to seeing you there.

Best V-8 regards,

*John*

#### SEPTEMBER SPOTLIGHT

- ✓ Membership meeting via Zoom – 9/13, 7:30 PM (see pg. 7)
- ✓ NVRG summer picnic – 9/20, 11 AM–3 PM (see pg. 11)

2022 NVRG Officers and Terms	2022 Directors and Terms	Committee Members
President – <a href="#">John Ryan</a> (2021 & 22)	Membership – <a href="#">Gay Harrington</a> (2022 & 23)	Fairfax Show – <a href="#">Dave Westrate</a>
Vice President – <a href="#">Cliff Green</a> (2022 & 23)	Programs, Refreshments – <a href="#">Dave Gunnarson</a> (2021 & 22)	Tours Chair – <a href="#">Hank Dubois</a>
Secretary – <a href="#">Nick Arrington</a> (2021 & 22)	Webmaster – <a href="#">Ken Burns</a> (2022 & 23)	Property – <a href="#">David Skiles</a>
Treasurer – <a href="#">Bill Simons</a> (2022 & 23)	Sunshine – <a href="#">Keith Randall</a> (2021 & 22)	At-large – <a href="#">Jim LaBaugh</a>
	Past President – <a href="#">Joe Freund</a> (2021 & 22)	

## Ford DC ops, cont'd.

By 1915, Ford was a wealthy man and could barely keep up with the demand for his Model T. He constructed assembly plants across the country to increase production and reduce costs. Shipping box-car loads of parts for assembly this way was far more efficient than building all the cars in Detroit and then shipping them in whole or part.



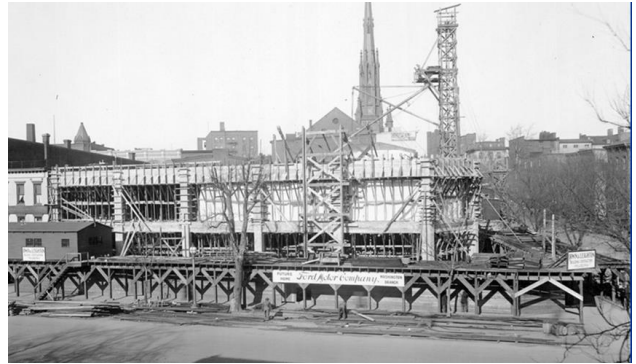
Ford's Cleveland Assembly Plant

Ford turned primarily to Albert Kahn to design the modern manufacturing plants and he was one of the first to use reinforced concrete. This likely appealed to fire-adverse Henry Ford.

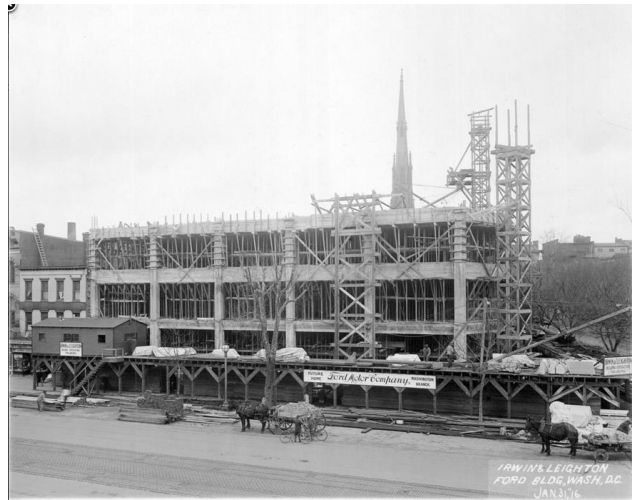


Albert Kahn

For the Washington, DC, plant, a location was selected along Pennsylvania Avenue. Some existing buildings were torn down and construction started in very late 1915.



Construction Progress – 17 January 1916



Construction Progress – 31 January 1916

Note the one-horse power material delivery wagons bringing supplies to the construction site.



The Pennsylvania Avenue façade – 1 March 1916

The building was finished in late summer 1916 and was located at 451-455 Pennsylvania Ave., NW.



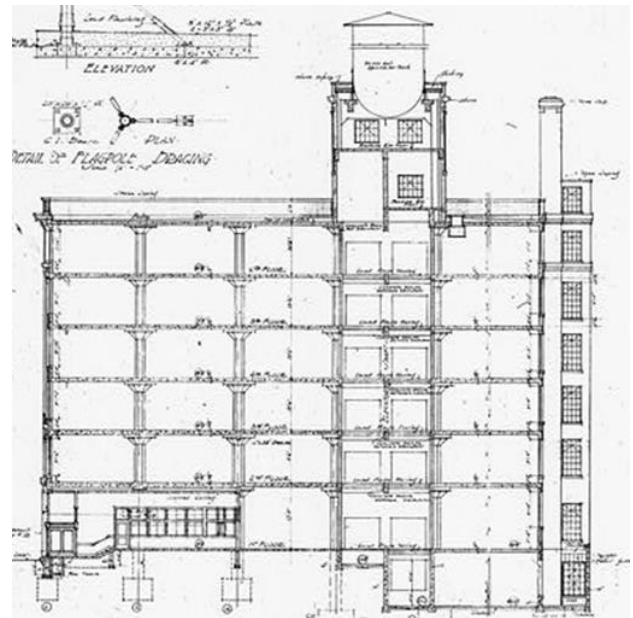
August 14, 1916

Upon completion, a grand first-floor showroom was open to the public. A rear entrance service facility for Ford vehicles was another key feature of the building. Also, there were likely many offices constructed in the building. The building included service elevators capable of lifting heavy loads, just like one would expect at a Ford assembly plant.

It's not clear why Ford did not choose to assemble vehicles at this facility, but at least Ford had a presence in the nation's capital and perhaps that sufficed.



Interior Staircase



Architectural building cross section



Rear Vehicle Service Entrance

In 1931, only 15 years after opening, Ford sold the building to the City of Washington, apparently without ever assembling an automobile there. Perhaps the Ford branch plant which opened in 1932 was the reason for abandoning this project.

One interesting historical regarding the Ford building happened during the height of the Great Depression. Nearly 20,000 unemployed veterans had converged on Washington to demand bonus payments from Congress and President Herbert Hoover. Led by Walter W. Waters, a former sergeant from Oregon, they called themselves the Bonus Army, or Bonus Expeditionary Forces, a nod to World War I's American Expeditionary Forces.

Many saw the Bonus Army as heroes. “They made themselves into a symbol of the Depression – the symbol of the forgotten man,” said historian Lucy Barber, Deputy Executive Director at the National Archives. “Their status as veterans and patriots gave them a much greater claim on the country. With the image of all the other people lining up at the soup kitchens – in some ways, they were considered the most deserving of those people.”



**Gen. Douglas MacArthur directing the operation against the Bonus Army in 1932**

The Bonus Army was seen by those in power to be an embarrassment and decided to force them all to leave Washington, employing the US Army to do the work.

During a riot along Pennsylvania Avenue at the location of the Ford plant, two protesters were shot dead by the police, the only casualties of the event.

Eventually, urban renewal returned to Pennsylvania Avenue and, this time, the Ford building was torn down. Prior to the demolition in 1979, the Washington, DC, Historical Society photo documented the building. The site is now occupied by the Canadian Embassy.



**Looking west toward the White House from the roof of the Ford building**



**Looking east toward the US Capitol**



**The Canadian Embassy**

Ford also operated a branch office at 1018 15<sup>th</sup> Street, NW. The building façade remains today and you can see it when you are visiting Washington. Not quite visible in the photo is Ford Motor Company lettering across the large center window.



1018 15<sup>th</sup> Street, NW

Ford currently has a Government Relations Office at 13501 I Street, NW.



Ford's current Washington, DC, presence

## WOODIES AT MYSTIC SEAPORT

By Bill Simons

As many of you know, Liz and I spend most of the summer in Maine with my '49 Woodie, and my favorite event is Woodies in the Cove, held each year in Wells, ME. This year, that event conflicted with my son's 50<sup>th</sup> birthday and a trip to Boston and a Red Sox/Yankees game at Fenway.

I saw Woodies at Mystic Seaport advertised in the *Woodie Times* and decided to register for the event. Originally, both Liz and I were to attend but, as the date arrived, CT was in the midst of a summer

heat wave. For some strange reason, driving 4 hours in the Woodie in extreme heat didn't appeal to Liz, so I ventured on the 225-mile trip solo. I left at 11 AM on Friday – a bad day to leave ME, as it is often changeover day for rentals. The heavy traffic was manageable until I hit the Mass Turnpike, where it was bumper to bumper for 17 miles in 98-degree heat. I watched my temperature gauge rise close to the H, but it never actually got there. I arrived in Mystic, CT at 5 PM – a normal 4-hour drive that took 6. Several of the registrants were local, but us out-of-towners met at a local clam shack for a picnic table dinner, talking Woodies.

Saturday morning, we all assembled in a nearby parking lot until the Seaport authorities opened the gates to the historic common area that served as the show field. There were 17 of us, mostly Ford products, but there was a "rouge" '42 Plymouth, a one-off Model A livery vehicle, and a '40 Packard. I was surprised that I was the only shoebox Woodie. The weather was bright and a bit too sunny, as the temperature rose to the upper 90s and shade was at a premium. The heat kept many of the public admirers indoors in nearby restaurants but there were still many fun conversations with people about our cars.

At 3 PM, Bill Lyman, the meet organizer, scheduled a tour of some of the small towns and beaches along the coast, followed by a cookout dinner at his home. I have been on some of these slow tours in the past and in view of the heat I, like several others, decided to pass on the tour and opted for a cold shower in my air-conditioned hotel room. When I got to Bill's home at 5:30 for the cookout, I was the only one there. Bill wasn't even there. It turned out that several cars had over-heating problems. Bill Lyman's car stalled and could not be restarted (coil failure?). Another blew a radiator hose and lost all coolant. Both had to be trailered back.

About 6 PM Bill's car arrived at his home and a wonderful barbeque dinner was served as the sun set.

Up early Sunday morning to beat the heat for the trip back to Cape Elizabeth, which was uneventful and took an efficient 3 hours and 50 minutes.

Next July the National Woodie Club has chosen Mystic Seaport for their meet and Bill Lyman will be the local organizer. I am sure he will be praying for cooler weather!

(See photo next page.)



The Woodie lineup at Mystic Seaport, CT. Note the tall ship in the background.

### September 13, 2022 NVRG Meeting – Trifecta Returns



The NVRG membership meeting will be held on September 13 starting at 7:30 pm via Zoom. This month will feature three short technical presentations. Dave Skiles will talk about the mechanical brake system issues he has experienced on his '34 and what he's discovering and correcting. Bill Simons will follow with a story of exploding tires and what you should know about your tires to prevent some of the excitement Bill recently experienced. Dave Gunnarson will finish with information he discovered while getting the interior cardboard for the cab lining of his truck. Hope you can join the meeting and connect with your fellow club members. Here's the meeting connection information:

Zoom Meeting Link: <https://us02web.zoom.us/j/84561900036?pwd=WHlnWVJVL0VrSzllbUdUL09rdWJ2dz09>  
Meeting ID: 845 6190 0036 / Passcode: 748703 / Phone: 301-715-8592

**Das Awkscht Fescht Auto Show and Festival 2022,  
Macungie, PA**

*By Nick Arrington*

Joe and Sarah Freund, Nick and Kathy Arrington, along with Bob and Deidre Vignola again made the trek to Macungie for the 59<sup>th</sup> annual Das Awkscht Fescht Auto Show. You may remember last year's recap article which featured my Rambler Wagon that ate a generator bushing in PA – and had to be towed home – along with Bob Vignola's short-but-scary under-the-hood fire with his '66 Mustang, which lasted seconds but seemed like hours. We were sure this year's trip would go smoothly and without incident. Joe hauled his Triumph TR-6 Roadster snugly encased in his enclosed trailer behind his late model pickup, Bob drove his '80s Corvette Roadster with A/C, and Nick drove his '62 Ford Ranchero with old-school A/C – all the windows rolled down and floor vents opened. I had just upgraded the Falcon's old 170-cubic-inch six and 3-speed with a 200-cubic-inch six and a Tremec 5-speed transmission. What a difference – whole new truck.



**Nick's '62 Ranchero**

We all met in Manassas around 10:00 AM on Friday, August 5, and headed south up Rt. 15. I was following Joe's car trailer just past Point of Rocks, MD, when I noticed one passenger side rear tire on Joe's trailer was hopping up and down. I thought to myself, "I gotta tell Joe about that out-of-balance tire

when we stop for lunch." No more than 5 minutes transpired when a loud bang was heard and I saw tire carcass smacking the wheel well of Joe's trailer. Joe made a controlled landing on a side stretch of road, and we had the tire changed out in less than 15 minutes with the spare tire and rim which had never been on the road.



**Joe's trailer pit stop**

We proceeded to lunch outside Gettysburg and then headed toward York. Joe called in to let us know he had found a tire store outside York that could install a spare in place of the damaged tire and told us to proceed and he'd catch up. About an hour later, Joe reported back that the original spare installed earlier had blown up also. Remember – this was a spare that had never been on the ground and lived in the cargo bay of the trailer. He then limped into another tire store and purchased additional tires, so all four corners were accounted for. Joe and Sarah then arrived at the Bed and Breakfast, and we left and headed to the Spinnerstown Hotel in Quakertown to meet special guest Stephanie Beavers and her husband John for a lovely dinner. It was really great to meet the "Editor in Chief" who squeezes and manipulates all the material and last-minute additions in our Valve Clatter which makes it an award-winning publication. I learned that car-related newsletters are not her specialty and her background is writing HR manuals for large firms over the years. We joked that she is becoming an expert of Flathead Fords. A good time was had by all.





**Rose between 2 thorns (!) – (l. to r.) Joe Freund, VC editor Stephanie Beavers, Nick Arrington**

On Saturday, the car field was packed to capacity. It was obvious the old car community is glad to be back to some form of normalcy as in past years. This show has it all and this year's feature was anything British. Rare Allards, Rolls Royces, TVRs, along with MGs, Morris Minors, Metropolitans, and Triumphs filled the center field.



**Joe's Triumph and Bob's Corvette**



**Although not a EFV-8, this MB bus looked like a VW bus on steroids – It had been brought back to the U.S. by a serviceman returning from Germany**

The usual assortment of Early Ford V-8s were on show, including a nice '40 Ford 4-door Sedan that has been in the same owner's hands for 50 years.



**1936 Phaeton**



**1940s Ford with 50 years of family ownership**

**Ray Lambert – 1951 1 Ton Pickup Project**  
*By Nick Arrington*

Club member Ray Lambert spent his 76<sup>th</sup> birthday on Sunday, August 26, finishing off the bed on his 1951 Ford 1 Ton Pickup project. This 8-foot "Express" bed has no reproduction parts available and was basically a one-off design by Ford. I saw the original bed – it looked like Swiss cheese. Raymond has used parts from 7 other trucks in this project and custom fabricated all of the stake pocket designs with intensive hammer work, metal finishing, and welding. Old school skills on old school truck. Happy 76<sup>th</sup>, Ray!



1940 Ford panel truck

There was a good flea market, and I scored a few collectible items to bring back home.



Flea market finds at Macungie



Model A motor with OHV conversion

When the sun went down, we were treated to magnificent fireworks show. We all headed back to VA on Sunday with absolutely no mechanical problems or issues. It's a great show if you have never attended it. We're heading again next year and are sure there will be no issues. Also, I think the date code on Joe's tires showed them to be 5 years old. Joe estimated the tires probably had less than 2500 miles on them.





**Beefcake is a form of glamour photography depicting a large and muscular male body – AKA – Raymond**

Mark your calendar! We have been invited to share our classic cars with the residents of the Gardens At Fair Oaks retirement village (4310 Forest Hills Dr., Fairfax, near Costco) on October 14. The residents of this retirement community will greatly appreciate the opportunity to enjoy vintage cars from their younger years. Lunch will be served. Further details will be announced.

**Back after a long COVID suspension...**

**NVRG ANNUAL CLUB PICNIC – 2022**



- Drive your antique Ford or modern vehicle
- Paved parking area
- Large covered picnic shelter
- Restrooms nearby
- Come hungry!

**WHEN:** Tuesday, 9/20/2022 – RAIN or SHINE

**TIME:** 11 AM–3 PM – You are welcome to arrive early and depart later. We have the Shelter 4 all day.

**WHERE:** NOVA PARKS – Occoquan Regional Park, 9751 Ox Rd., Lorton, VA 22079, Shelter 4

**LUNCH TIME:** 12 Noon Buffet style, with food provided by Willard’s Real Pit BBQ

- |                     |                  |
|---------------------|------------------|
| Pulled Chicken      | Baked Beans      |
| Hot Smoked Sausage  | Potato Salad     |
| Sliced Beef Brisket | Green Beans      |
| Sandwich Rolls      | Homemade Pickles |
| Cornbread           | BBQ Sauce        |

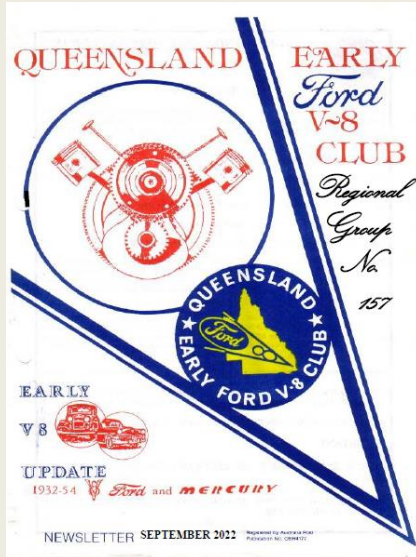
**WHAT TO BRING:** A comfortable folding chair if you wish, your favorite beverage (non-alcoholic)

**COST:** \$12.50 per person

**PAYMENT:** Please make checks payable to NVRG – \*\*Checks should be received by 9/15 to reserve food quantities with the caterer.\*\*

**MAIL CHECKS TO:** Joe Freund, 650 Springvale Road, Great Falls, VA 22066-3304





**HOT RODS ARE NOT NEW**  
The photo of the 1936 Ford V8 Roadster was taken in the late 1930's. It shows a hotrod of the day— lots of extra bling added to the already fine looking car.

## Edsel Ford's 1932 Roadster

Edsel Ford's 1932 roadster was at the 2007 Grand National Roadster Show, in an "as found" condition, but was thoroughly restored and auctioned off for \$770,000.

The all-aluminium boattail body was made by Ford's aircraft division. It was just what Edsel Ford wanted and had described. No running boards and a steeply raked split windshield that disguised Edsel's continental car's humble assembly line origins.

Edsel drove the Speedster to work on several occasions. An updated Ford flathead V-8 was later installed for more performance. In 1934, when the 2nd Speedster was built, this car was sold to an Indianapolis mechanic Elmer Bertzin.

By the 1940's it was in a Connecticut wrecking yard, where it was saved - but underwent extensive modifications by the new owners by replacing the damaged alloy fenders with a set of four steel fenders, which were sourced from a 1935/36 Chevy. No one knows how it got from Michigan to Connecticut and this is still a mystery.



The car was purchased by John Cox who had no idea what the car was, and sold in the late 1940s. He came upon the car again in 1984 and re-purchased it. He completely disassembled it. Shortly after this it was realized to be Edsel Ford's 1932 Speedster. After Cox's passing, the car was sold to the current owners.

The current owner purchased the car several years ago, and decided to return the car to its original condition. It has been repainted in 1932 Ford Tunis Gray, mated to a sample found on the underside of the cowl vent. Power is from flathead, with a Stromberg 81 two-barrel carburettor, and dual exhaust.

*(seen on the Internet)*



The following article, submitted by Nick Arrington, appeared in the August issue of the Oklahoma City Group #64 *Flathead Times*.

## The 1941 Ford Car

Taken from Wikipedia



The Ford car was thoroughly updated in 1941, in preparation for a time of unpredictability surrounding World War II. The 1941 design would continue in an aborted 1942 model year and would be restarted in 1946 and produced until 1948 when the more modern 1949 Fords were ready.

During the initial year of this car, it evolved considerably. The front fenders came in three pieces, the theory being that small damages could be replaced easily. During the year, it evolved into two pieces with the lower front and back sections being joined.



The hood risers changed, the early ones being the same as 1940 Fords, changing during the year to the better later version.

The 1941 Convertible had no rear side windows, the only side windows being in the doors; in 1942, quarter windows were added so the rear occupants could see out.

Five different coil/distributor arrangements were used during 1941, causing confusion for mechanics.

Other variations were: two different positions for the generator, and three for the cooling fan—front of the crankshaft, front of the generator (rare) and on a bracket.

This is thought to be the first Ford to offer a replaceable cartridge oil filter as an option.

The two interior heaters were a "Southwind" gasoline burner, which had the advantage of keeping one warm in winter at drive-in movies, provided a small electric fuel pump was used, and a more ordinary hot-water type.



It had an excellent radio, which could consume the battery in about two hours.



Electric windshield wipers were available in addition to the vacuum-powered wipers.

Three different convertible power top mechanisms (vacuum, electric screw, and hydraulic) and two different header bar latching systems were used.

Rear suspensions sometimes had a sway bar, most did not. It had excellent brakes and among the best handling of ordinary cars of the time. It served a transitional role in Ford's lineup.

The two previous Ford car lines, Standard and De Luxe, had blossomed into three, Special, De Luxe, and Super De Luxe.

The "ignition key" for these cars was actually used to operate a bolt lock which, on one end, unlocked the steering column (a feature destined to return, mandated, decades later), and on the other end unblocked the ignition switch, allowing it to be operated. Starting the car was then accomplished by pressing a pushbutton on the dashboard, another feature destined to return with the advent of "smart keys".

Although starting cranks had been replaced by electric starters for decades, Ford cars included a manual starting feature until 1948 as an antidote to dead-battery syndrome. The wheel-lug wrench served as a handle (also for the jack) and the jack shaft with bayonet-coupling pins could be inserted through a small hole in the grille to engage a bayonet socket on the forward end of the engine crankshaft. A quick-and-easy twist of the handle was sufficient to start the flat head V8, and the bayonet coupling was self-disengaging for safety.



Ford vehicles had been V8-only since 1935, but dealer requests for an "economy" engine option prompted the introduction of a six-cylinder unit. The entry-level 136 CID V8 was switched in favor of a new 226 CID L-head straight-6, the first Ford six since the 1906 Model K. The popular 221 CID V8 remained as the top-line engine and was standard in De Luxe models. Both engines were rated at 90 hp. The 239 CID engine, introduced in 1939 for Mercury and trucks, was continued in the Mercury models. The chassis was longer, with a 114-in wheelbase.



**IN OTHER NEWS - #3**

The Deuce News  
18695 Carriage Hill Dr.  
San Jose, CA 95120

**The Deuce News**

Two items of interest from *The Deuce News*.

In the 1930s, Burma Shave cream advertised its product in Minnesota by placing signs with jingles on roadside signs spaced 100 feet or so apart. Drivers could read them like the company's jingle while driving.



(Above image from Wikipedia. Image on next page from *The Deuce News*.)



### 1935 Ford Phaeton Stolen and Retrieved in Portland OR



On July 8<sup>th</sup> on the way to the Western National Meet of the Early Ford V8 Club of America this phaeton, the box trailer it was in and the Ford 250 diesel pickup tow vehicle were stolen out of a motel parking lot in Gresham Oregon just out-

side of Portland. The owners, Jim and Jean Boyden were shocked when they emerged that morning from their motel to find the car, trailer and tow vehicle missing.

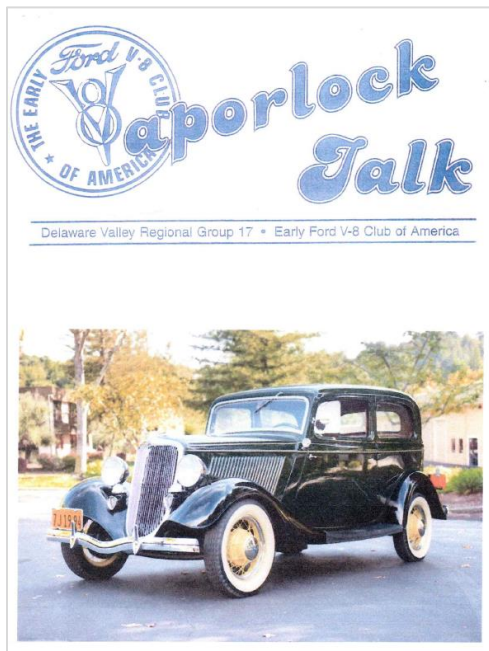


*Apple Air Tag*

Fortunately, Jim had recently placed Apple Air Tags on the trailer and in the phaeton. Their iPhone Air Tag app showed the trailer to be in a nearby shopping mall parking lot. Jim

called for a Uber ride and found the trailer and phaeton safely parked in the lot but the 2001 Ford diesel pickup truck tow vehicle and all their clothes for Wenatchee were gone. Stunned, Jim and Jean elected to abandon the trip to Wenatchee and return home. They rented a UHaul truck to pull their trailer and the '35 Phaeton back to San Jose.

About a week later the Portland police called and reported they had recovered the pickup. Unfortunately the interior of the truck was badly damaged and stripped of many parts. As of this writing the truck is being shipped back to San Jose for repair.



The article that follows was written by the Auto Editors of Consumer Guide and it appeared in the August issue of the *Vaporlock Talk*, the Delaware Valley Ford V-8 club.

### 1934 Ford DeLuxe Five-Window Coupe

By: [the Auto Editors of Consumer Guide](#)



Ford emphasized the economy of the Depression-era 1934 DeLuxe five-window coupe. See more [classic car pictures](#).

Many Ford advertisements in the 1920s and 1930s were specifically directed at women drivers. Other ads were more subtle, like one for the 1934 Ford DeLuxe five-window coupe, which showed a man and a woman in the coupe, with the woman behind the wheel.

But the ad didn't mention gender because the topic at hand was one near and dear to Ford following the debut of the V-8 in 1932: economy. The reason was that Ford had to counter the oft-held idea that its V-8 was thirsty -- an important point during the Depression.

Headlined "One economy you will enjoy," the ad boasted that "With all its power, the Ford V-8 is a most economical car. Its V-8 cylinder engine actually uses no more fuel than a 'four.' It is a saving of oil and tires. And the depreciation is less than you would expect...To drive the Ford V-8 is thrift indeed. But it is also a most satisfying pleasure.



The 1934 Ford DeLuxe five-window coupe was a hit with 26,879 buyers.



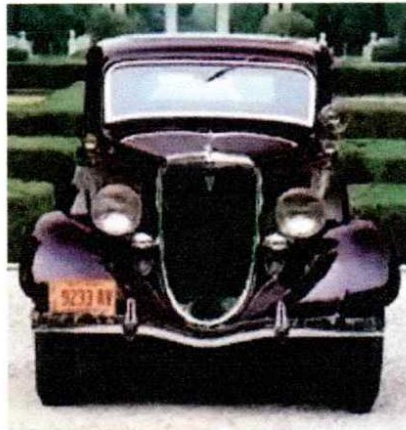
"Its superb performance is easy and sure. It shortens distances, not so much by reason of its potential top speed, but by the swiftness with which it resumes running speed after the inevitable stops and pauses...We would like to have you know this car by driving it on the open road. Will you?"

The 1934 Ford had much more going for it than power and economy, however. It was also stylish, thanks to Henry Ford's son Edsel. Though only mildly face-lifted, a thicker grille surround and straight hood louvers quickly separated it from the 1933. So did 15 horses -- there was now 90 horsepower.



**The graceful lines of the 1934 DeLuxe five-window coupe carried the style of the era.**

Aside from the various ragtops in the line, the sportiest models (at least in latter-day eyes) were the coupes. Ford offered them in three- and five-window body styles, standard and DeLuxe trim, and with or without a rumble seat. And though it's little known, they could even be had with a V-8 or four.



**Optional hood ornament and spotlight lend distinction to this car.**

The bodies of both the three-and five-window coupes were built for Ford by Murray, and both featured a roll-down rear window. Besides aiding ventilation, that feature made it possible to converse between cabin and rumble seat. In addition, the five-window layout allowed for a parcel shelf behind the seat. Like all 1934s, the coupes rode a 112-inch wheelbase and weighed just over 2,500 pounds.

The five-window coupe seen here is a DeLuxe, so it came with twin exterior horns and cowl-mounted parking lamps. The base price was \$555, though the spotlight and greyhound hood ornament cost extra.

Ford produced 26,348 three-window coupes for 1934 (plus seven four-cylinder models). The five-window was far more popular: 47,633 standards (plus 20 four-cylinder) and 26,879 DeLuxes (plus three four-cylinder). The aforementioned ad showing the 1934 five-window coupe said that "Any Ford dealer will gladly put one in your hands." It should be so easy now!

IN OTHER NEWS - #5



**THE COLUMBIA OVERDRIVE**  
Newsletter for Columbia River Regional Group #10  
August 2022



**TINY TIPS**

**The best mouse deterrent:**

**Use 4 oz. round urinal blocks with Paradichlorobenzene.**

**This is the same chemical used in moth balls only the blocks have a cherry sent.**

**I throw one in the trunk and one under the front seat. They last for months and slowly evaporate. Do not place directly on a rubber mat. Place in a cleaned-out Tuna can or on a piece a cardboard.**

**They are available by the dozen at most all Janitorial Supply Distributors.**

**Be sure you specify Para as they are also made with Non-Para.**

**If you can't find them, I can supply by the dozen.**

**Greg Edwards, CRRG #10  
Gaston Oregon**





ANNUAL LABOR DAY  
**CAR SHOW**

**SAVE THE DATE**  
SEPT 5, 2022  
8AM - 3PM

4081 UNIVERSITY DR., FAIRFAX, VA

ANTIQUES, CLASSICS, FOREIGN,  
CUSTOMS, STREET RODS, MUSCLE  
CARS, TRUCKS, MOTORCYCLES  
AND MORE!

**TO REGISTER**

[WWW.LABORDAYCARSHOW.ORG](http://WWW.LABORDAYCARSHOW.ORG)



# EARLY FORD V-8 FOUNDATION RAFFLE CAR

**WIN A 1957 FORD  
THUNDERBIRD  
OR \$10,000**

\$

**TICKETS  
\$10 EACH  
6 FOR \$50  
15 FOR \$100**

**2ND PRIZE: \$3,000 & 3RD PRIZE: \$1,000**

**2022 RAFFLE CAR!**



Proceeds benefit the Early Ford V-8 Foundation Museum

License# 145296

**DRAWING SEPTEMBER 9TH 2022**

**EARLY FORD V-8 FOUNDATION MUSEUM  
2181 ROTUNDA DR. AUBURN IN 46706**

For more information about the raffle contact the museum  
(260) 927-8022 [fordv8foundation.org](http://fordv8foundation.org) [info@fordv8foundation.org](mailto:info@fordv8foundation.org)





**Contacts:**  
 Registration: Jim and Sally Batchelder (703) 339-2064  
 Show Information: Gene Gilkey (703) 830-5313  
 Randy Higgins (703) 853-2235



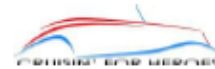
## 46<sup>th</sup> Edgar Rohr Memorial Car Meet Saturday, September 17, 2022

Manassas Museum, 9101 Prince William St., Manassas, VA.  
 11:00 AM - 3:00 PM; Car registration 8:00 AM - 11:00 AM

All attendees must comply with current COVID-19 restrictions and advisories  
 All show vehicles must enter Prince William Street at Grant Avenue



Go to [www.cruisinforheroes.com](http://www.cruisinforheroes.com) for  
 information on Fisher House



### Charity Event benefiting the Fisher House in cooperation with Cruisin-For-Heroes

- ✓ 1997 and older collector vehicles including street rods/modified
- ✓ Dash plaques for first 175 registrations
- ✓ Total of 50 awards presented plus Door Prizes and Silent Auction
- ✓ Participant Judging for Top 35 Class A & B awards, 1 Class C Award
- ✓ 50/50 Charity Raffle by Cruisin-for-Heroes benefitting the Fisher House
- ✓ Free admission to Flea Market
- ✓ Free trailer parking at the Osbourn High School
- ✓ Model T assembly/disassembly demonstrations
- ✓ One block from Old Town Manassas dining and shops
- ✓ Nearby International Food Festival and Farmers' Market
- ✓ Rain or shine

Visit past shows on the web at [www.bullrunaaca.org](http://www.bullrunaaca.org)

1955 Mercury Monterey  
 Owners: Gene & Jennifer Gilkey  
 2021 Arthur Ault Award Winner



### MEET RULES:

- All show vehicles will be classed as Stock, Modified, or Post 1997 upon arrival by Bull Run Region and decisions are final.
- Stock vehicles, Class A, must reflect equipment available for the year and model vehicle except for minor upgrades and safety modifications.
- Modified vehicles, Class B, must be 25 years old or older based on the vehicle's state registration.
- Post 1997 vehicles, whether stock or modified, are in Class C
- Vehicles may be displayed as the owner wishes within the space allotted and must not interfere with other participants or the flow of traffic. Hoods must be open for best of show judging.
- All vehicles must have a fire extinguisher.
- Vehicles must be driven onto the show field under their own power
- Once parked, vehicles must remain turned off until the meet is over at approximately 3:00 pm.
- Vehicles needing to exit earlier must be escorted off the field. Contact a Bull Run member to arrange escort.
- Cars with "For Sale" and/or "Raffle" signs must be in the Car Corral and registered for the show as such.
- Results of the vote tally are final.
- No alcoholic beverages are permitted.
- No food sales unless authorized in advance by Bull Run Region.
- Pre-registration fees are non-refundable except for show cancellation by Bull Run Region.

### Awards\*

#### TOP 35 Class A & B

Class A – All Stock vehicles up to 1997

Class B – All Modified vehicles up to 1997

Class C – Post-1996 Vehicles, 1st place only

Best of Show Ford

Best of Show GM

Best of Show Chrysler

Best of Show Independent

Best of Show Foreign

Best of Show Modified

Best of Show Stock Pre-War

Best of Show Stock Post- War (1946 to 1967)

Best of Show Post-War (1968 – 1997)

Best of Show Original/Unrestored

Youth Award – Selected by Boy Scouts/Explorers

Mayor's Choice Award – Selected by Manassas Mayor

President's Award – Selected by Bull Run President

Edgar Rohr Memorial Award – Selected by Chip Rohr

\*Class awards are based on vehicles receiving the most votes. The number of awards in classes A & B is determined by the percent the class represents of the total vehicles at the show. Best of Show awards are chosen by Bull Run Region Chief Judge's Committee.

### DIRECTIONS All show vehicles must enter Prince William Street from Grant Avenue

#### GPS Directions use 9500 Liberty Street Manassas,VA

*From I-95:* Travel I-95 to Exit 152B - Route 234 North (Manassas). Drive about 14.5 miles and make a right at the second light onto Business 234. Drive another 2.5 miles and take a right at the light onto Prince William Street, (before railroad underpass) — follow signs to show car entrance

*From I-66 (coming from the west):* Travel I-66 to Exit 44 - Route 234 By-Pass (Manassas). Drive about 6 miles and make a left at the light onto Business 234 (Dumfries Rd.) Go another 2.5 miles, take a right at the light onto Prince William Street, (before railroad underpass) — follow signs to show car entrance.

*From I-66 (coming from the east):* Take I-66 to exit 53A and follow Rte. 28 south, 7.8 miles into Manassas. Turn left onto Grant Ave. (Business 234), go under railroad overpass and left onto Prince William Street at first light. Follow sign to show car entrance.

*From Prince William Parkway (Dale City / Woodbridge):* At Liberia Avenue light (where Parkway makes left turn) continue straight onto Wellington Rd. Go 1.3 miles to Grant Ave., and turn right. Turn right at second light onto Prince William St.; follow signs to show car entrance.

*Trailers:* Instructions above are for show cars. Trailered cars should enter into the Osbourn High School parking lot off Main Street, just south of Prince William Street. Show cars can then be driven to the show entrance. From Osbourn HS. Make right turn onto Main St and go to Church St, left turn onto Church St, then turn left at the light onto Grant Ave (Business 234) go under the railroad overpass and turn left onto Prince William Street at first light. Follow signs to car show entrance.

----- (CUT HERE) -----

### REGISTRATION

Make checks payable to "Bull Run Region, AACA"

Send all registration forms and payment to Jim and Sally Batchelder,  
7702 Cashland Ct., Alexandria, VA 22315

Car pre-registration (received by 9-14-2022): \$20

Show-day registration: \$25

Car Corral registration: \$30

Flea Market vendor registration: \$30 for 10' x 15' space

Registration includes \$5 donation to Fisher House

Bull Run Region and Manassas Museum will not be responsible for damages or personal injuries on the show grounds. Bull Run Region and Manassas Museum reserve the right to refuse admission. Multiple vehicles require separate registrations. Payment can be total of all registrations.

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_ E-mail \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Circle one:      Stock      Modified      Modern      Flea Market Vendor      Car Corral

Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Version: 6-17-22



**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](mailto:nta1153@verizon.net). To be included in the upcoming issue, ads need to be submitted by the 18<sup>th</sup> 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

**1928 Model A Ford Tudor:** New brakes installed by [The Ford Script] clubber Tommy Terko. Newly rebuilt correct Zenith carburetor. Smooth running with strong compression. Recently flushed the cooling system and magnafluxed the head. Gas tank flushed several times, but could use a more comprehensive cleaning. Fine interior appears original. Garage kept; ran, drove, and stopped well before it was parked. **Dan or Hope Danielson**. Asking \$12,500 OBO. Contact Dan Danielson at 703-819-7250 or Mike Danielson at 540-550-1900. Clem Clement ([clem.clement@cox.net](mailto:clem.clement@cox.net)) can answer questions regarding the work required. (11/22)



**1939 Ford Deluxe Tudor:** Excellent interior, exterior, Columbia Overdrive. This was Club Tech advisor Dan Krehbiel's personal car for the last 10 years. Call **Joe Valentino** for more information. (02/23)



## PARTS & ACCESSORIES FOR SALE

**Assorted Trailer Tires:** Deep discounts for multiple purchases. Suitable for Demolition Derby Duty or would make good decorations as entrance markers for mobile home parks. Financing and delivery available. Email [JoeFreund@trailertireadventures.com](mailto:JoeFreund@trailertireadventures.com). Offer not valid in Hawaii or Utah. Subject to applicable taxes, fees, and excise taxes. Limit 4 per customer.





**Lots of V-8 parts:** Mostly '30s stuff, esp. '35-'36. Locks, gauges, spark plugs, motors, trans, rears, fenders, tools, literature, misc. **Jim Crawford** (EFV-8-CA), 301-752-0955. (02/23)



**Four beautiful 1950 Ford Crestliner hubcaps:** No road rash, dents, or dings. Only need some touch up on the black painted circles and Ford name. Polishing would make them show quality. Perfect for a nice driver car as they are. Your price \$250 plus shipping for all four. **Otey Pemberton**, Henrico; (804) 261-6646 or [oteypemberton@gmail.com](mailto:oteypemberton@gmail.com).



**Air Hose on Reel:** Can be ceiling- or wall-mounted. This is unused and in new condition. Probably from H F where the reel and hose are sold separately for about 50 bucks. I'd like \$35. **Dave**, 703-938-8954. (07/22)



## SEEKING NEW BOARD MEMBERS!



**Election notice:** The NVRG is looking for a few good men and women who are interested in serving on the NVRG Board of Directors in the year ahead. Each year, as terms of current board members expire, the club holds an election to maintain a full roster of 11 board members.

Consequently, during the September Membership meeting, the membership is presented with the list of those who would like to be considered (nominated) to help the club continue to function by standing for election to the board. If you are interested in being on that list of nominees in September, please contact Jim LaBaugh via email at:

[jlabaugh@verizon.net](mailto:jlabaugh@verizon.net).

## TRIVIA

**Question:** When did Ford bring its first 4-wheel drive ½-ton pickup to the public?



**Answer:** In 1935, Ford partnered with Marmon-Herrington to convert 1.5 ton V-8 powered trucks to all-wheel drive. These conversions, including woodies, were covered under Ford warranties. It would be 1959 before Ford offered a 4x4 pickup from the factory in the form of a Ford Ranger. (Courtesy The Crankshaft Newsletter, September 2022 issue.)





# NVRG 2022 Calendar



September	
5	<b>Fairfax City Labor Day Car Show</b> – 8 AM – 3 PM; see announcement in this issue.
13	<b>Membership Meeting</b> – 7:30 PM. Program: Multi-Topic: Mechanical Brakes, Tire Failures, Interior Cardboard; Presenters: Dave Skiles, Bill Simons, Dave Gunnarson
14	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
17	<b>Edgar Rohr Memorial Car Show</b> – Manassas Museum, 11 AM – 3 PM.
18	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators.
20	<b>Club Summer Picnic</b> – Occoquan Regional Park, Lorton, VA. 11 AM–3 PM.
27	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.
9/29 – 10/3	<b>Carlisle Car Show and Swap Meet</b> – Carlisle, PA
October	
10/3 – 10/7	<b>Hershey AACA Eastern Fall Meet</b>
11	<b>Membership Meeting</b> – 7:30 PM. Program: Hershey Review; Presenters: Membership
12	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
14	<b>Gardens at Fair Oaks</b> – Retirement community drive and show – details forthcoming.
15	<b>Rockville Antique and Classic Car Show</b> – Details at: <a href="http://www.rockvillemd.gov/carshow">www.rockvillemd.gov/carshow</a>
10/18 – 10/20	<b>NVRG Fall Tour</b> – Charlottesville/Staunton area
18	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators.
25	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.
November	
8	<b>Membership Meeting</b> – 7:30 PM. Program;; Presenters:
9	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
18	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators.
29	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.

## Looking Ahead!



December 10 – Annual Christmas party

### Valve Clatter Content Coordinators

SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	<a href="mailto:john@ryanweb.com">john@ryanweb.com</a>
Monthly Meeting Report	Dave Gunnarson	<a href="mailto:gunnarson@verizon.net">gunnarson@verizon.net</a>
Tour Report	Hank DuBois	<a href="mailto:handcdubois@verizon.net">handcdubois@verizon.net</a>
Event Calendar	Nick Arrington	<a href="mailto:nta1153@verizon.net">nta1153@verizon.net</a>
Want Ads	Nick Arrington	<a href="mailto:nta1153@verizon.net">nta1153@verizon.net</a>
Membership and Dues Report	Gay Harrington	<a href="mailto:hahsuj@gmail.com">hahsuj@gmail.com</a>
Restoration Reports	Ken Burns	<a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
Tech Articles	Cliff Green	<a href="mailto:dcliftongreen@gmail.com">dcliftongreen@gmail.com</a>

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<b>McLean</b> 1387 Chain Bridge Rd McLean, VA 22101 703-356-7730	<b>Merrifield</b> 2733 Merrilee Drive Merrifield, VA 22031 703-646-8270	

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*NVRG Car of the Month*  
*Wayne Chadderton « 1934 Ford Deluxe Fordor Sedan*



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