


Northern Virginia Regional Group

www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

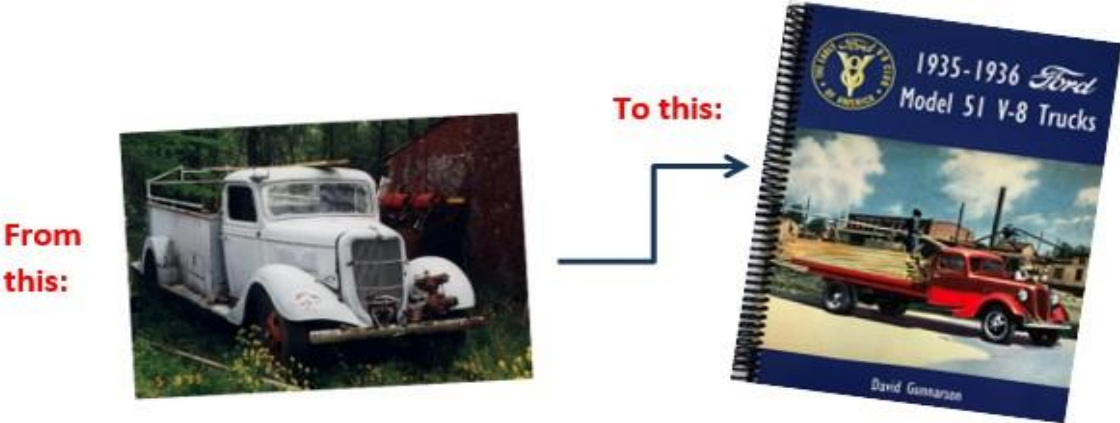
Volume XLV, No. 7, July 2023

Editors: Nick Arrington & Stephanie Beavers

JUNE MEMBERSHIP MEETING

Creating an EFV-8 Club Reference Book: A 24-Year Journey

By Dave Gunnarson



The June NVRG membership program featured my presentation on what it took to write and publish the 1935–1936 Ford Model 51 V-8 Trucks book as part of the Early Ford V-8 Club of America series. The book became available in March of this year, with most of the writing occurring over the past 3 years. However, the process really started 24 years ago when, in June 1999, I purchased a 1935 1½ ton 157-inch wheel base Ford truck. At the time, I didn’t know anything about it but thought it looked great. I still feel that way about the truck but have learned so many details that I felt compelled to write down all I had discovered. Little did I know, this would lead into a multi-year project and consume all of my time. *(Continued, page 3.)*

IN THIS ISSUE

President’s Message	Page 2
Grand National Meet	Page 6
Sully	Page 8
Horsin’ Around	Page 16
Automart	Page 24
Tech Tip	Page 26
Events Calendar	Page 27



Up Front with the President July 2023



President's Message July 2023

The Grand National meet in Dearborn was a great success. NVRG was well represented, with nearly a dozen members and spouses attending. Thankfully, all had uneventful trips. Kudos to those who drove early V-8s – Bill Simons ('49 Ford station wagon) and Terry Thomann ('38 Deluxe Tudor) – and to Leo Cummings, who drove his Pontiac (with A/C!). Our Virginia-themed raffle basket was very popular – thanks again to Gay Harrington. See articles in this issue about the GN.

At least a dozen NVRG members attended the Sully car show on Father's Day. Included were Bill Simons, Joe Freund, and Terry Thomann, the intrepid travelers who had just returned the previous day from the Grand National in Dearborn.

The regional director position for our Mid-Atlantic Region is now vacant. If you might have an interest in filling this important post, please contact the national president Rick Claybaugh at ricks2L@cox.net to learn more.

In case you missed it in the *V-8 Times*, the National EFV-8 Club has established an incentive to get new members: as members in good standing, any of us can give a free digital membership to anyone for a two-issue (4-month) period. This complements our attractive NVRG handout nicely. Now each of us has some real ammunition to attract potential new members. Check out the details on page 10 in the May/June issue of the *V-8 Times* or [here](#).

Our July membership meeting at the Green Acres Center Senior Center will be on our usual second Tuesday – July 11th. At the meeting, members will discuss their experiences at the Grand National – the museums, concours, people, and travel experience. I look forward to seeing you there.

Best V-8 regards,

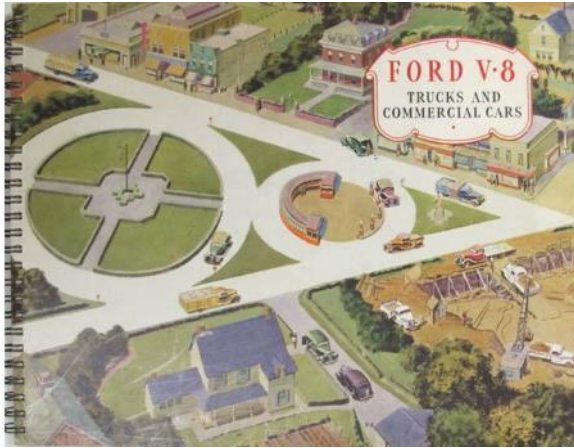
John

**July Membership Meeting:
Join us as members share their Grand
National Meet experiences**

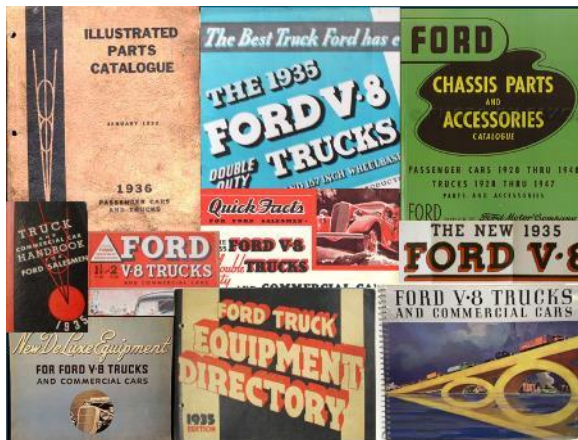
Tuesday, July 11, at the Fairfax City's Green Acres
Senior Center – Doors open at 7 PM.

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

Once the truck was in my garage I began to plan how to restore it. I made many calls and somehow found the Early Ford V-8 Club. Cliff Green came over, signed me up for our Regional Group and loaned me a valuable Ford Truck Dealer Showroom Album. The learning process had started.



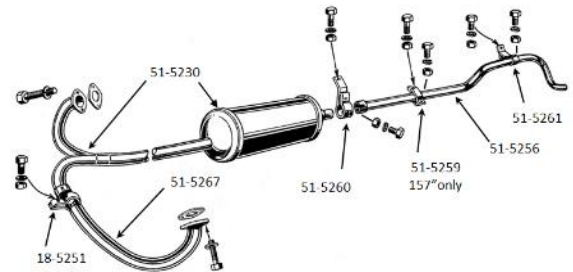
I began to collect 1935 Ford Truck literature, bought some parts which were obviously missing, and bought some junk too. It quickly became apparent that there was hardly anyone who knew these trucks like they do similar vintage cars, so I was on my own to restore the truck as close as possible to the way it came off the assembly line.



Work took me to Akron, Ohio, every other week for six years and, luckily, I was able to take a vacation day while there and drive to Dearborn to conduct research at the Benson Ford Research Library (BFRL).



Gains in knowledge did slowly come, but I didn't quite know what questions to ask. I copied a lot of Ford Engineering Parts drawings at the BFRL so I could figure out what to look for at Hershey and on line. A steady stream of drawing and other papers began to accumulate, so I set up a parts-based filing system and quickly filled two file cabinet drawers. One example is obtaining all of the parts drawings for the complete exhaust system. I have yet to see a restored truck with a factory production exhaust system in place.



At the same time, I disassembled, cleaned, and restored parts as I was able to do while also helping to raise two young boys and maintain a family life.



Retirement at the end of 2019 allowed focused attention to researching and writing, so I decided to assemble and share what I knew about 1935 and 1936 Ford Trucks (Model 51).

The first task was deciding the scope of the book. I had only really researched my truck but thought it would be better to include all Model 51 trucks which span 1935 and 1936. Little did I know then the amount of additional work this decision created. I also wanted to exclude a detailed description of the dump bodies, as they were all installed after production. Because the panel truck body is very different and complex, I chose to only peripherally describe some of the components. This task alone might create another book to describe all the parts! Since I know virtually nothing about pickups and other commercial vehicles, I excluded all of the car-based vehicles from the book.

I set the following goals for myself:

- Back up every statement of fact with period documentation.
- No assumptions or guesses.
- Be as complete as possible.
- Identify all parts in diagrams.
- Minimize white space.

The first thing I figured out was that Ford produced a lot of truck versions. There were five frame lengths, complete trucks, and incomplete trucks. Turns out, there are 24 different configurations each year and 48 for all of 1935 and 1936. Fortunately, most of the parts were common, but covering all the differences was a constant struggle.

After I had written a rough draft, I contacted the EFV-8 club to let them know what I was doing. A “Truck Book” committee was established, consisting of the club President, John Caldwell; Vice President, Rick Claybaugh; V-8 Times Editor, Shannon Olsen; Treasurer David Rehor, and my book sponsor Don Rogers. Don agreed to be my “sponsor” and was instrumental in editing, helping make the final book look presentable.

I offered the book to the club on the condition that I control the scope and content and retain copyright ownership of the book.

The club agreed and authorized 500 copies to be printed at club expense when I felt it was ready for publication. The club would also handle all publicity, sales, and distribution.

In the end, I was able to track down virtually all of the information. I decided to use the 1935–1936 EFV-8 Club Car book as a model. The book has 274 pages divided into eight chapters and ten appendices.

Book Chapters

Table of Contents

Introduction

Chapter 1 – Ford Trucks 1917 to 1936

Chapter 2 – Exterior

Chapter 3 – Interior

Chapter 4 – Frame

Chapter 5 – Engine

Chapter 6 – Optional Equipment

Chapter 7 – Accessories and Additional Optional Equipment

Chapter 8 – Truck Body Styles

Appendix A – Finished Truck Body Information

Appendix B – Tools and Instruction Books

Appendix C – K. R. Wilson Tools

Appendix D – Electrical and Wiring

Appendix E – Reference Material and Additional Reading

Appendix F – Informational Tables

Appendix G – Specialized Bodies and Supplemental Equipment

Appendix H – Non-United States Truck Production Information

Appendix I – 1935 and 1936 Model 51 Production Date

Appendix J – 12-Volt Bus Chassis Components Index

The COVID epidemic shut down research at BFRL, which closed in early 2020 and has not reopened. I needed access to answer many questions and finish much-needed research. It also shut down all car shows, so I lost the ability to photograph completed trucks to illustrate various points in the book. Fortunately several 1935 and 1936 pickup trucks attended the Eastern National meet in Franklin, Tennessee, last year and a friend in New Jersey allowed me to take photos of his 1935 Model 51 demonstrator truck. Another bit of good fortune was that David Rehor had a collection of Ford Engineering drawings which he let me review, and I found enough material to complete the book contents.

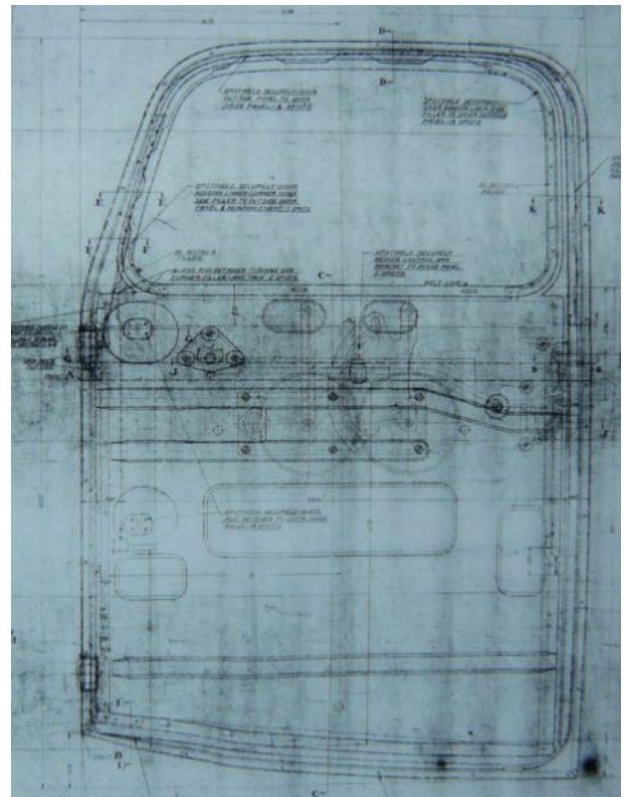
The process of writing the text was just one part of the journey. I was also responsible for all images, drawings, tables, and page layout. I had to deliver a copy in PDF format which the printer would simply use to print from. I got to know Microsoft Word very

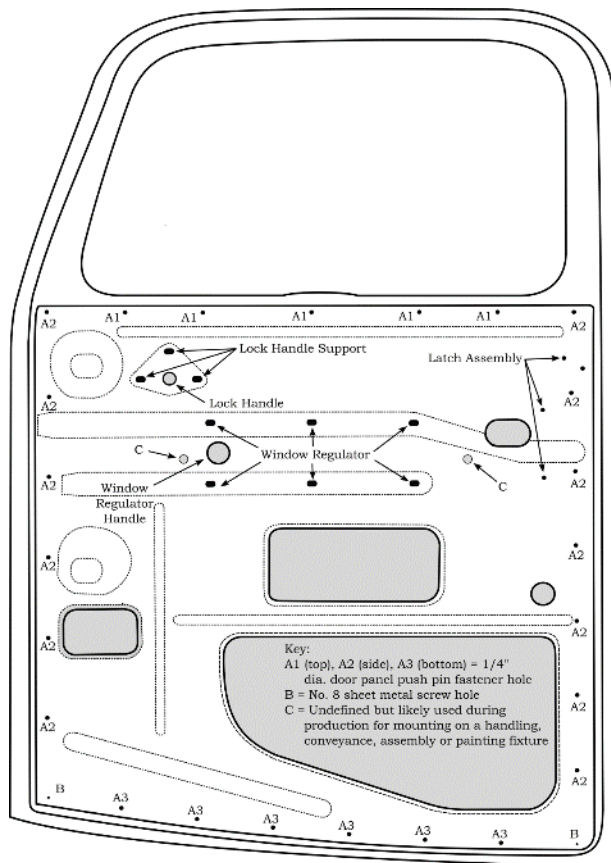
well and used Microsoft Picture Manager. Fortunately, my sons introduced me and taught me how to use GIMP2 and Inkscape, which are both free on-line programs. GIMP2 allowed me to enhance photos while Inkscape provided a way for me to create line drawings. Both of these programs really enhanced the quality of the final copy.

An example of using GIMP is shown in the next three images. The first is the photo I took of a speedometer owned by Hank Dubois. The second has the background removed. In the third image, which is used in the book, has the dial face "cleaned," the trip odometer reduced from 4 digits to 2, the entire image is rotated and there are other "fixes."



Inkscape allowed me to create a line drawing using a Ford Engineering drawing as a template. The Engineering Drawing would not be suitable for publication and the program allowed me to design and create what I wanted.





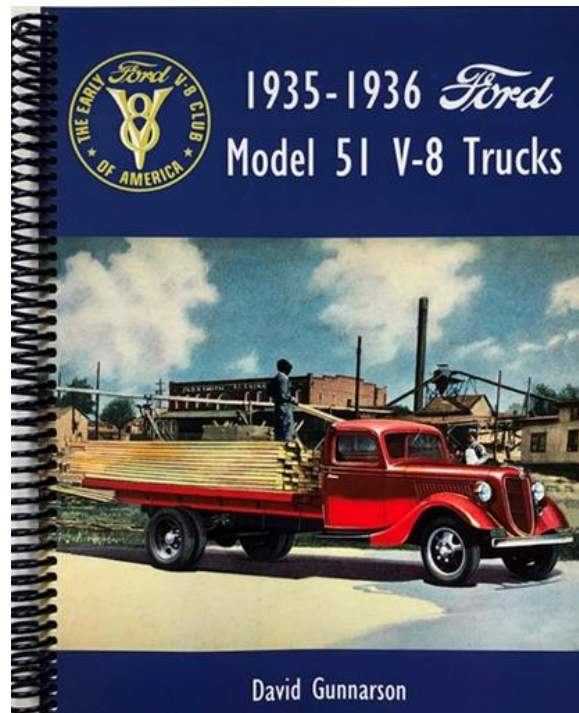
I learned so much during the research for this book. There were options and features I never knew existed, but are now fully documented. It was nice to be able to share what I learned through this book and I've received many compliments. Of the 500 copies published just over 140 have been sold as of June 2023.

Some firsts for my book:

- First full color book.
- First use of the inside front and rear covers.
- First club book with the author's copyright.
- First fully digital printing process.

I'm happy it's finally done. I'm also very pleased with the quality of the printing, vibrancy of the colors, and the quality of the paper. Now it's time for me to concentrate on getting my truck finished and on the road.

The book is available through the [EFV-8 Club website](#) for \$60 plus \$7 shipping in the USA.



GRAND NATIONAL MEET

A number of NVRG members made it to the 60th Anniversary Diamond Jubilee Celebration Grand National Meet of the Early Ford V-8 Club of America in Dearborn, Michigan. A few stories follow.



By Terry Thomann

The trip to Dearborn was a once-in-a-lifetime experience for me. I travelled with several club members and, what a pleasure. The planned activities were fantastic.

I took the tour of Fairlane, Henry and Clara Ford's home. The trip to Greenfield Village on Wednesday brought back fond memories of family trips. I have plans to return soon. The judging on Thursday was a great education for me.



On Friday we took a bus trip to the Gilmore museum. What a fantastic collection of splendid automobiles. My favorite display was the Franklin automobiles. It brought back memories of a childhood neighbor's collection of Franklin cars and a ride in one of his to a parade.

The dinner on Friday was the most rewarding. I received a special new award donated by the maker of the awards. What an honor. When they announced the class awards I received the Dearborn award for my 1938 Ford Deluxe Tudor.



The trip home was just as uneventful as the trip there. I'm already looking forward to the show in New York next year. I'm also looking forward to future events with the club. I could never have made this trip without the help and support of our club members. To all of you, thanks a million.



The judges were the most professional and thorough judges I've ever had. They spent close to an hour and there were seven of them, including one from Sweden. During my post-judging talk with the head judge, I learned some things that I can correct or improve to make my car even better.

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Email to fellow NVRG-ers

By Joe Freund

Hi Nick, Frankie, Keith & Bill,

Without your help and expertise my '48 Ford would have never gone to the Ford Grand Jubilee in Dearborn. Making it there was an award in and of itself. Being recognized with seven other '48 Fords for the 75th anniversary certificate and being awarded a 1st Place Concourse with 906 points out of a possible 1,000 wasn't too shabby either. I hope I can help each of you in some capacity soon.

Thanks,
Joe



Joe Freund alongside his '48 Ford

JUNE 18 SULLY PLANTATION CAR SHOW

1. *By Dave Westrate*

This year's Sully plantation car show was the best we've have seen since COVID. It was very well attended with lots of cars and spectators and a lot of children. Several people noted that the flea market was very slim this year. As always, the best part for me was the car club circle under the big tree. This has been a traditional meeting place for club members throughout the day, and a lot of storytelling goes on. We were all happy to have a chance to visit with Steve and Wendy Pieper who joined us under the tree. Several members were part of the judging teams, and they worked hard for several hours to complete this important mission. The Woodie section was dominated with three early Ford V-8 wagons from our club. The weather was perfect.



2. *By Clem Clement*

Cliff and I arrived at Sully about 11 AM on a small bus provided by Ashby Ponds transportation services. We drove to the handicap gate where Melania Zajic met us. On the way to where Smokey was waiting for us, we passed thru the flea market. Next to the gate, Scott Williams had his fully loaded booths open. The first thing I saw was a 16"-long part-Meccano/part-Erector set boat tail racer. Sandy could not attend today, so the racer fit scrump-tiously in my rollator storage pocket.



"Meccanno/Erector set. 16"-long boat tail race car. Never seen this model. Frame and wheel are Erector. Only turns right by turning the steering wheel left. Must be democratic! Love it."

Cliff was met by his son and family and heading to the famous EV-8 maple tree gathering spot.

Hank had finished his registration and judging duties and was near Smokey to help me to grab a seat and hold a sunshade for us. Smokey was looking just fine and I hear had many kids visit the rumble seat area.

John Leydon was heading for the crushed ice stand and found a Root Beer ice for me. Thanks, John.

I was very pleased and proud to have so many GWC-ers stop by Smokey and I. Smokey radiates that she is happy in her new home surroundings.

We got our ride back to Ashby Ponds as planned at 1:30 PM. A brief chat with Sandy and nap followed until 7 PM. Monday, I met no suspense's either. Thanks, all, for a wonderful day.

Additional note from Clem: The picture that follows is Scott Williams, flea marketeer. Victrola belong to my parents. I tried to fix it 50 years ago but gave up with a bad spring. Scott repaired it and it was running beautifully. I cried.



3. *By Nick Arrington*

I'm proud to say I did arrive at Sully with my Flat-head-powered '41 Pickup. I had volunteered to be a judge and was put under the wing of an experienced judge who showed me the ropes, which took some 3-odd hours. Consequently, I only got glimpses of members' cars, which included those of Ken Burns, Frankie Martin, Bill Simons, Hank DuBois, Terry Thomann, Joe Freund and Jim Walker.

Please forgive me if I missed a club member. I was told Terry's 38 had just been driven to Dearborn and back and then to Sully, which must of been over a thousand miles. Both man and machine looked outstanding.

The weather was fantastic and a great field cars showed up. After the Judging exercise, I ran down to the flea market and thought I was in the wrong field. Sad – it appears that flea markets just aren't what they used to be with the internet now. I stayed to the end and was glad to see Jim Walker's impressive '70 Chevrolet 4 WD pickup snag 2nd place in his class. Overall, Sully, in my opinion, is still one of the top shows in this area. I haven't missed one for probably 20 years. If it's not on your list, make sure you check it out next year.

4. *Video from Sully*

The link below is to a site where you can view a brief video from a new flea market vendor who really enjoyed participating at Sully this year. The link was forwarded for inclusion by member Bruce Metcalf.

<https://www.ganjingworld.com/channel/1funj1vapiu26uVNX14FsTuTT1mr0c>

(ganjing.com is a platform like YouTube + Facebook, but is family friendly and has no harmful content.)



BOURBON, WINE, PEANUTS, CHIPS, AND MORE!

Thank you for your support of the Dearborn Grand National Meet!

By Gay Harrington

The 60th Anniversary Diamond Jubilee Celebration Grand National Meet of the Early Ford V-8 Club of America was held in Dearborn, MI, from June 11 to June 17, 2023. I was not able to attend, but I had the pleasure of speaking with the GNM Raffle Room Coordinator, Pat Minor, about the letter he sent our NVRG requesting support. The letter asked regional groups and chapters of the Early Ford V-8 Club of America to donate something to make their GNM raffle room a success—money, gift cards, items of interest, or a gift basket were suggested. The NVRG Board of Directors voted to put together a basket of items with a Virginia theme. I volunteered to put this together on behalf of our NVRG.

Helen and Ken Burns had a nice basket with a handle ready to donate and my goal was to work quickly to fill it with special items from Virginia that anyone would want to buy tickets to win! Bill Simons volunteered to take it to the GNM and assure Pat Minor received it.

In 2017, Dave Gunnarson had made an NVRG basket for a national meet, so his template and ideas were invaluable. Since U.S. Presidents Washington and Jefferson were Virginians, Dave created an exhibit of one and two dollar bills to catch folks' eyes (not to mention add \$5.00 cash to their wallets or collections).

The entire board of directors wanted Route 11 potato chips, handmade in Virginia's Shenandoah Valley, to be included. Our NVRG toured the family-owned factory in Mount Jackson some years ago, where free samples of all the various chips they make were available. Apparently, there was unanimous "palate pleasing" during *that* NVRG tour!

I've been a fan of *Virginia* peanuts all my life, and once I discovered Whitley's Virginia Peanuts, well, my peanut butter has been homemade ever since. Our NVRG basket included both salted and sweet peanut tins.

For you bourbon fans out there, there was Virginia-distilled Bowman Brothers straight bourbon whiskey in the basket. I asked my bourbon aficionado neighbor whether there was any Virginia-made

bourbon he could recommend. His strong recommendation was A. Smith Bowman bourbon, made at their distillery in Fredericksburg, VA, and available in ABC stores at a moderate price.



Lined donated basket



One- and two-dollar bills



Virginia-made foods that were included in the basket.

The backstory was a bit over my non-aficionado head, but here it is for you bourbon lovers: From the 1920s until the 1980s, the A. Smith Bowman company was located at Sunset Hills Farm in Fairfax. It started as a dairy and granary. In 1934—the day after Prohibition ended—the company began producing Virginia Gentleman bourbon whiskey with the grain surpluses the land produced. In 1988, A. Smith Bowman moved to Fredericksburg, VA.

Being the curious type, I headed down to Fredericksburg to take a free tour of the A. Bowman Brothers distillery and was surprised by a complimentary bourbon tasting. The entrance area included a *LOVE* display. Copper stills named "Mary" and "George" were the workhorses of this distillery, and "Mary" was fully in use making bourbon at the time I visited. They used hose and hand pump (like those on gas pumps) to move the liquid from the copper still into the charred oak barrels. A bottle of Virginia straight

bourbon whiskey from the pioneer spirit collection made it into the NVRG basket.



Entry area of A. Smith Bowman Distillery.



Fill 'er up! Charred oak barrels being filled with bourbon which is headed for aging.

Whiskey glasses etched with the Commonwealth of Virginia (and a custom-placed heart in Fairfax, VA), in the "Virginia is for Lovers" statewide theme, added a touch of "where we are" to the package. I threw in a couple of NOS swizzle sticks I had (circa 1960s) for color.



Wines, bourbon, and etched whiskey glasses.

Not to overlook the ladies, there was a colorful Ford scarf commemorating the "Warriors in Pink" who have fought, and continue to fight, to eradicate breast cancer. A photo journal of our lovely Virginia, with over 70 pages of gorgeous pictures from all around the state, may just encourage the winner to visit Virginia (or, if they have already, to come back again). They have a scenic road map and a map-sized waterproof six-fold showing the birds (photos and descriptions) that are common to our Commonwealth.



Basket filled, wrapped, and ready to go!

Raffle Room Coordinator Pat Minor called me to extend a warm "thank you" to all our NVRG for their generosity and support. I assured him I would pass his gratitude along to the NVRG members.



NVRG basket on display in the Dearborn raffle room.

See the next page for full list of basket contents – contributed by you, through paying your annual dues in support of our national Early Ford V-8 family.

Thank you!

**BEST WISHES FOR A SUCCESSFUL 60TH ANNIVERSARY DIAMOND JUBILEE CELEBRATION
GRAND NATIONAL MEET!**



GIFT BASKET CONTENTS

- **TWO (2) WHISKEY/COCKTAIL GLASSES WITH THE COMMONWEALTH OF VIRGINIA ETCHED ON THEM AND A HEART PLACED AT FAIRFAX, VA, WHICH IS THE CENTRAL LOCATION OF REGIONAL GROUP #96, THE NORTHERN VIRGINIA REGIONAL GROUP (NVRG) OF THE EARLY FORD V8-CLUB OF AMERICA...FROM OUR HEARTS TO YOURS...CHEERS!**
- **40 OZ. TIN OF WHITLEY'S VIRGINIA SALTED PEANUTS**
- **20 OZ. TIN OF WHITLEY'S VIRGINIA BUTTER TOFFEE PEANUTS**
- **750 ML BOTTLE OF BOWMAN BROTHERS PIONEER SPIRIT SMALL BATCH 90 PROOF VIRGINIA STRAIGHT BOURBON WHISKEY DISTILLED AND BOTTLED IN FREDERICKSBURG, VA BY A. SMITH BOWMAN DISTILLERY, A SAZERAC-OWNED COMPANY**
- **BOTTLE OF BARBOURSVILLE VINEYARDS CABERNET SAUVIGNON (RED) WINE MADE IN BARBOURSVILLE, VA**
- **BOTTLE OF HORTON VINEYARDS ECLIPSE (WHITE) WINE MADE IN GORDONSVILLE, VA**
- **JAR OF VIRGINIA CRANBERRY CHUTNEY MADE IN FLINT HILL, VA**
- **JAR OF VIRGINIA RAW HONEY FROM WARRENTON, VA**
- **6 VARIED BAGS OF ROUTE 11 VIRGINIA KETTLE-COOKED POTATO CHIPS MADE IN VIRGINIA'S SHENANDOAH VALLEY AT MOUNT JACKSON, VA...MAYBE THE BEST IN THE USA!**
- **BOTTLE OF BARREL-AGED A. SMITH BOWMAN BOURBON BARBEQUE SAUCE MADE IN VIRGINIA**
- **FORD COMMEMORATIVE "WARRIORS IN PINK" SCARF...FOR THE LADIES!**
- **BIRDS OF VIRGINIA ILLUSTRATED AND ANNOTATED ON A WATERPROOF 6-FOLD THAT FITS INTO YOUR CAR OR BACKPACK**
- **BOOK: VIRGINIA: A PHOTOGRAPHIC JOURNAL**
- **RED FORD-EMBLEMED BASEBALL CAP**
- **(5) CAR MICRO CLOTHS**
- **(2) CAR TIRE SPONGES**
- **\$5.00 CASH IN A DISPLAY HONORING TWO VIRGINIA PRESIDENTS: (1) GEORGE WASHINGTON ONE-DOLLAR BILL AND (2) JEFFERSON TWO-DOLLAR BILLS**
- **FAIRFAX CITY COFFEE MUG**
- **MAP OF VIRGINIA'S SCENIC ROADS & BYWAYS**
- **"VIRGINIA IS FOR LOVERS" BUMPER STICKERS**
- **NVRG PAMPHLET**
- **PICNIC BASKET**

TOTAL RETAIL VALUE OF BASKET: \$270.00



Train
Collectors
Association™

This 4-part series, authored by Clem Clement in 2022 and published by WB&A's *Trolley*, has been approved for publishing elsewhere by Carol McGinnis, *e*Train* Editor. *E*Train* is TCA's online magazine "available to train collectors, hobbyists, and the public..." Parts 1 and 2 were repeated in the May and June issues of the *Valve Clatter*, respectively; Part 3 appears here. Articles appear as originally written.

HOMEMADE TRAINS AND ME!

Part 3: What to Build

(Tips of the Trade from the Tipster)?

By Clem Clement, Past TCA President, TCA #64-987
Winter *e*Train* 2023

***REPLACE BROKEN PIECE.** Obviously, a sliced broom handle makes a good replacement car wheel. I also have used a broom handle slice to replace a lost puck on my grand pappy's crokinole set. BROKEN TOYS are a good source for wheels and steamer-top gingerbread.

Here is one I bet you did not know: A cake decorating set gives you what???? The old sets with a squeeze bag and aluminum tubular shape nozzles that are just right for steamer smoke stacks. So are small funnels.

***BUILD A CATALOGUED PIECE CHEAPLY.** Erector sets are wonderful for making a crane car, flat car, gondola, or tanker. The pulley wheels from an erector set make truck wheels. A slice of a bike tire and you have a belt for an erector motor power drive. Remember Tinker toys? The round end connector is a fine truck wheel.

***NEED A LONGER/BETTER/TRAIN?** I have several passenger cars cut, soldered into longer car.

***CUSTOMIZE/ALTER A PIECE.** (Wood over electric loco outline to make diesel-shaped loco) (I have 2 similar.)

***FATHER/SON /GROUP PROJECT.** A scout project comes to mind. Good for all involved.



***STILL NO MONEY.** What do I say??? Keep Pressing Forward.

***ADD A "PLAY VALUE" PIECE.** Tank cars look great running down the track, but they have little play value. Gondolas and box cars are the best for riding marbles, pocket frogs, pennies, candy, gram's buttons, jacks, on-and-on. Ever seen a tanker car cut in half? I have – an Art Wieman-built cut tanker. Looks great but not so good for carrying open liquid. If you live on a farm, you just have to carry some loose corn around (you all know that loose corn is perfect for your buddy's wedding!). Suggestions: include pull off of a hub cap and adding a hand full of kernels. Also corn on the roof is fun: as it blows off, it makes a great noise. A spud makes a great missile coming out of a plugged exhaust pipe. With the right design, corn down the window slot on the driver's door will rattle every time the door is slammed (or the corn germinates). For me, cheese on a hot manifold and a loosely wired rocket on between two spark plugs grabs the cake.

I had a success where the loose wire did not collect to the nearest plug fun till 20 minutes down the road. BAMMMMMM and it blows the plug wire as well, so the groom had to stop and reset the plug wires in his monkey suit. (How did I get so far off subject...) Another trick with cans is to tie a string of cans to the axle housing. That way, the groom has to get under the car to remove them. Gone are the days the flashbulbs came with 115-v sockets. I'm done here!



***COPY FAVORITE TRAIN:** My bud had a red dumper that I loved. I built one out of wood but it just wasn't the same. I never did get one.



Body is tarnished tinplate. Motor is clock frame with 30 pitch gears. Builder used no frame, thus erector beams being installed.

***A LITTLE MAGIC:** I have several rusty/beat-up train-sets restored by me on one side only (I restore the best side, so the other side is the “worstest.” I set up the set on the far side of my layout. I quiz a visitor as to what do you think about the set. A little scruffy, eh?? I wave my hands about, speak “abrfa-kaphooloie,” bring the train around to the front of the layout and, WOW, the train’s all perfect!! Then comes the encouragement of saving your special thing, restoring them and saving money and enjoying them longer. I tell them most of the colors are local rattle can paint.)

***CHALLENGE:** I built a tank car out of a wooden veggie box end and a 3 inch oak branch. Took me forever to cut the oak. I had one 4 inch nail and a light hammer. I pounded for a long time before the nail bent and then I could not get it out. Hand drilling oak is not fun neither. I think it eventually went out the door. I did learn something about carpentry in building a long shed with an attached roof to protect the freight car.

***FUN:** All this activity is based on the concept of the pursuit of happiness.

AVAILABLE PARTS *OATMEAL CARDBOARD CANS

***KITCHEN FOOD CONTAINERS:** A Kitchen parts toy engine made with kitchen food-can-ware is one of my favorites. I own a fine tin loco made entirely of kitchen cans. When visitors visit my train room, I test the cooks among them on what came in the containers. We know all but two cans the size of sardine

cans, but no attached key. Did I mention that an empty gallon paint can opened up with tin snips make makes some nice sheet metal? So does the steel metal in the top after the rim is removed (Wear good gloves when do engineering. 3/8 pineapple juice can 6 make lovely corrugated roofing for a vil-lage shed.



Sam, Son of STOMPER STG Yard engine
History unknown. Motor modified IVES standing motor. Im-bedded headlights.

***BARN IRON/GARAGE STUFF:** In an older home-stead/farm there are always interesting items avail-able for conversion to a train piece. Nose around (I have a loco and tender built from old toys welded together.

***GRAMMY’S BUTTON DRAWER:** (brake wheels, etc.)

***TRASH SITES:** Sources of parts. If I want to build a homemade train, where do I get what? As it should be, many great trains and parts thereof went to the WWII manufacturing efforts of the U.S. (I understand it was illegal to snoop in the metal piles waiting for a scrap pickup at your curb.) I think about the trains lost due to war damage around the world. I may have written about this before, but when I lived in North Highlands (near Sacramento, CA), there was a huge dump near Roseville. So big that they had a worker assigned there to manage the placement of trash the citizenry dropped off. The worker laid out some tables and had a sale area. Anything he could make a buck on was there. I bought several trains during my visits sometimes bringing back more stuff than I took there. There once, I bought a bucket of Lionel 4-wheel freights for @10 cents each!

***LOCAL WOOD:** Wooden dowels were a prize find

for me. Cargo for flat cars, sliced for train wheels, smoke stacks, Wooden thread spools sliced were perfect for flanged train wheels. Fruit and veggie crates provide all kinds of wood for wooden homes, stations and shed construction.

***FLEA MARKETS/HERSHEY/CARLISLE MEETS Car Shows:** The big car-parts meets like Hersey/Carlisle/Englishtown, and others are suffering for many reasons. The economy, pandemic, eBay, reduction of stuff in old barns, etc. At those shows, we all hoped for dealers who had lots of unidentified parts. Then you could sort thru the collection for a rare part you needed. Now, it comes up on eBay and the whole world gets a shot at it's purchase. For example, a very rare production car used the '36 Ford fuel gauge in it. Car parts shows have been a great source of trains/parts for many years. For years, a ZW Tranny would jump for \$25 dollars. Not now, dealers are now more knowledgeable and train price guides are everywhere.



Huge hook-powered 12x 200 series wheels. Modified #810 O gauge crane in front.

***HOBBY STORES/GOODWILL:** I had a deal with a Goodwill store to buy any trains they received at twice their asking price. (A stinking \$50 dollar set nearly broke me.) I just visited Hobby/Lobby for some cotton string for the hook on a Lionel #219 crane. Most anything can work (Wooden clothes pin – flat car stakes)

***UPGRADE PIECE:** wood over electric loco outline to make diesel-shaped loco (I have 2 similar.)

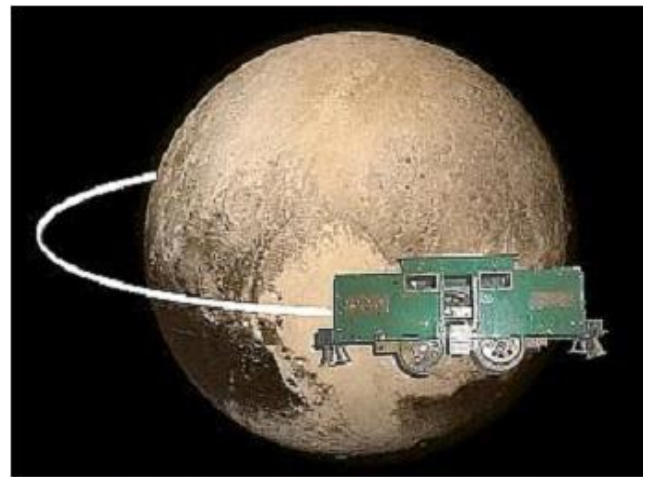
***GIFT FOR SOMEONE** (Gramps to Grandson; wanna build a steam engine?)

***MIND SPARKED BY SOMETHING:** We had no TV. So, I was always searching something I could copy.

***CHALLENGE:** With me limited to nails pulled from fruits and veggie boxes, I learned how shorten them, straighten them and make do. I split many a board before I learned to drill them first.

***SHAPED PIECE:** (A coffee can becomes a water tower. A bent straw affixed as the spout.)

***AND 50 MILLION OTHER*:** Living behind a Piggly-Wiggly grocery store, gave me first choice of the fruit and veggie shipping boxes they threw out. As a kid, I knew the company's labels who made the best box side slabs, ends and other wooden pieces. This was before plastics took over.



Stomper sling—shooting Pluto enroute to York.

***ANTIQUÉ STORES:** When you go into one of those, ask in a calm voice “Do you have any toys/trains, please.” They get this question frequently. Anything with wheels might be a better question. Or do you have a junker booth? Or where are the serious collector booths (get their phone number.) I used to do well with local antiques in out-of-the-way stores. One time a dealer from the edge of the earth showed me the recommended price in the book. I commented that the price guide was old and out of date, Scout piece had dropped value and, by noting the flyleaf, I had written that guide! No good came of that, for sure. With eBay, everybody thinks Marx is gold (And it sometimes is.) A true surprise came to

Horses and Horsepower

By Steve Zimmerli

Several NVRG members were participants in the prestigious Upperville Colt and Horse Show's "Horses and Horsepower Car Show" in Upperville, VA, this year.



Established in 1853, the UCHS is the oldest horse show in the country. It is held in the second week of June. The H&H show is in its 9th year and is meant to be a side dish to the horse show but is rapidly growing in popularity. It consists of, and is limited to, 50 invitation-only cars with the purpose of displaying them throughout history – both foreign and domestic. The H&H car show was situated at the entrance of the horse show, alongside the Grand Prix arena, where spectators were able to enjoy cars spanning over 100 years. NVRG members did a fine job displaying cars of their era from the '30s right up through the late '60s.

A great day was had by all on both sides of the fence, as spectators could mingle among the cars, vote their favorite car for People's Choice, and watch some of the most spectacular displays of equine competition by local and world-renowned riders.

Participants included: Rusty Rentsch displaying Anya's beautiful pink champagne colored 56 Lincoln,



Photo credit: Holly Rogers

me in a huge box of Marklin HO. It turns out U.S. embassy get catalogues and special deals. This load came to me thru the family of a retired State Department worker. The trains he purchased were off color, different design, pieces that did not sell well in the U.S. and end of the run pieces and uncatalogued items. (The bad news the entire box was in a garage that burned. The top two layers were melted into one piece. All trains below were water soaked and left that way to dry. I still got into 4 digit of sales.

*A really fun challenge was finding tools for my 1929 seven passenger Packard touring car. I would ask for the tool locations in the store. I would find Fords-marked tool at \$15 to \$50 and up. Unidentified tools were very cheap. 7 (I'm faking up a frame for a Lionel 402 wannabe. The body is sheet Tinsplate and not strong enough and twists. So, some erector set "L" beams are being bolted into a rectangular frame to square up the twisting loco. I have a vast collection of well-painted bolts, nuts, screws, etc., thus a bolt can look like it was in place sometime in the 30's. Did I mention that furniture shops sometimes have a nice collection of furniture wheels and rollers? If you need a blind driver, there you go...



Home brew Bobber caboose with commercial wheels, journals, and couplers

Ken Gross, displaying Trish Serratore's amazing and very popular 1961 Porsche 356 B Super 90...



Photo credit: Holly Rogers

Ken and Helen Burns displaying their classic and beautifully restored 1941 Woodie Super Deluxe Woodie,



and Art Zimmerli's top-down '36 Ford Phaeton.



All club cars were well received and were serious competition for the People's Choice award. Be sure to try something different to the usual car gathering and attend next year's Upperville Colt and Horse Show – you can't miss the car show.

Horses and Horsepower – Part 2

By Ken Burns

Several years ago, Helen and I received an invitation to display our black Woodie at a car show out in horse country. The show is called “Horses and Horsepower” and one of the organizers is NVRG member Steve Zimmerli. It's held on the Grafton and Salem Show Grounds on Route 50 on the eastern outskirts of Upperville. We took the Woodie to the show a couple of years ago and had a great time. On the downside, we were chased home the entire time on Route 50 by a thunderstorm.

This year, the weather was forecast to be sunny *and* dry, with temps slowly rising to the 80s by mid-afternoon. The drive out Route 50 was uneventful. We pulled onto the show field and were directed to a prime spot near the car show registration tent. Next to us was Model A-er John Leydon's beautiful 1930 Model A Roadster.



We passed the time talking to numerous folks about the Woodie and vintage cars in general. One of those individuals was the proud owner of a 1942 Ford-built Jeep. It turned out that he was a close friend of Ace Rosner and dedicated the Jeep to the memory of Ace.



That's a Volkswagen Type 82 *Kübelwagen* in the background. It was the WWII German equivalent of the American Jeep. Membership Coordinator Gay Harrington is working to entice the owner to join the NVRG. Here's a well-known picture of Ace (pistols in hand) and his brothers at Anzio shortly before Ace was grievously wounded.



The People's Choice Award went to this luxurious and stunning 1953 Cadillac Eldorado.



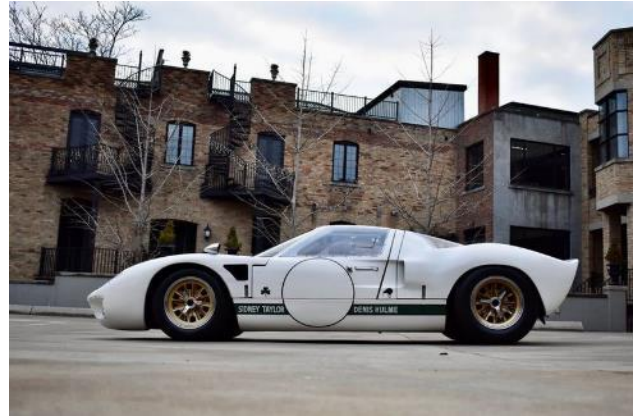
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Own a Piece of Ford Racing History

By Ken Burns

Many of us enjoyed watching *Ford v Ferrari* at our February monthly meeting and dreamed that crazy dream, "If I had unlimited money, it would be really cool to own one of those Le Mans-winning Ford GT40s."

Well, here's your chance – There's a GT40 advertised in Hemmings with an asking price of a mere \$1,495,500!



I'd advise extreme caution before you whip out your checkbook, though. If you read the [verbiage in the ad](#), you'll discover that this is a car built mostly out of used, original, authenticated Ford GT40 parts with a few NOS and reproduction pieces added to the mix.

If your pockets aren't quite that deep, you can opt for a number of kit cars starting around \$150,000. Some are street-legal, some have been raced, etc. After looking at several ads for these vehicles, I began to wonder if the GT40 is kind of like 1932 Ford Roadsters – there may be more GT40s and '32 Roadsters in existence today than any time in the past with the proliferation of Brookville repo bodies, repo frames, etc.

How did I go down this rabbit hole? I made the mistake of skimming through a California Car Cover catalog that arrived in the mail the other day. There's an ad in it for a Shelby Collectible model of the 1966 GT40 featured in the *Ford v Ferrari* movie. I would have skimmed right over that ad if I hadn't seen the movie.



Shelby Collectibles #1 1966 Ford GT40 MKII Le Mans 1:18 Scale Model Gulf Blue

The driving team of Ken Miles and Denny Hulme dominated the 1966 24 hours of Le Mans, but before they could grab the win, the top brass at Ford asked them to pull back so that Team Ford could cross the finish line in 1-2-3 positions. Miles and Hulme complied and ended up settling for second place. This 1:18 scale diecast is an exacting replica of the original, with authentic race day livery, opening doors and hatches, plumbed and wired engine, fully detailed interior, poseable steering, and real rubber Goodyear tires.

Features include:

- Opening doors and hatches
- Poseable steering
- Fully detailed interior
- Plumbed and wired engine
- Real rubber tires

Anyway, the Shelby model portrays the #1 car and is in my price range selling for \$74.99. I think I'll pass on that one also.

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ODDS AND ENDS

Early Ford Business Ventures

By Nick Arrington

I found this interesting fact about Henry Ford and his early failures in business – Proof of “If at first you don't succeed, try, try again.”

On August 19, 1899, Henry resigned from the Edison Illuminating Company and, with others, organized the Detroit Automobile Company, which went into bankruptcy about 18 months later. One month later, Henry Ford founded his second automobile venture, the Henry Ford Company. He would leave that enterprise, which would become the Cadillac Motor Car Company, in early 1902. In another of his racing cars, the 999, he established a world record for the mile, covering the distance in 39.4 seconds on January 12, 1904, on the winter ice of Lake St. Clair. On June 16, 1903, Henry and 12 others invested \$28,000 and created Ford Motor Company. The first car built by the Company was sold July 15, 1903.

Henry owned 25.5% of the stock in the new organization. He became president and controlling owner in 1906. In 1919, Henry, [wife] Clara, and

[son] Edsel Ford acquired the interest of all minority stockholders for \$105,820,894, and became the sole owners of the Company. Edsel, who succeeded his father as president in 1919, occupied that position until his death in 1943, when Henry Ford returned to the post.

In September 1945, when he resigned the presidency for a second time, Henry Ford recommended that his grandson, Henry Ford II, be elected to the position. The board of directors followed his recommendation. In 1946, Henry Ford was lauded at the Automotive Golden Jubilee for his contributions to the automotive industry. In July of that same year, 50,000 people cheered for him in Dearborn at a giant 83rd birthday party.

Henry Ford died at his residence, Fair Lane Estate in Dearborn, at 11:40 PM on Monday, April 7, 1947, following a cerebral hemorrhage. He was 83 years old. At his bedside were Clara Ford and members of their household staff. At the time of his death, flooding on the Rouge River, which flows through the grounds of Fair Lane, had cut off electrical power. Old-fashioned kerosene lamps and candles were the only sources of light in the house, creating a scene similar to his birth in the same county many years before. Funeral services were held at St. Paul's Episcopal Cathedral in Detroit, Michigan, and Henry Ford was laid to rest in the family cemetery at St. Martha's Episcopal Church, in Detroit.

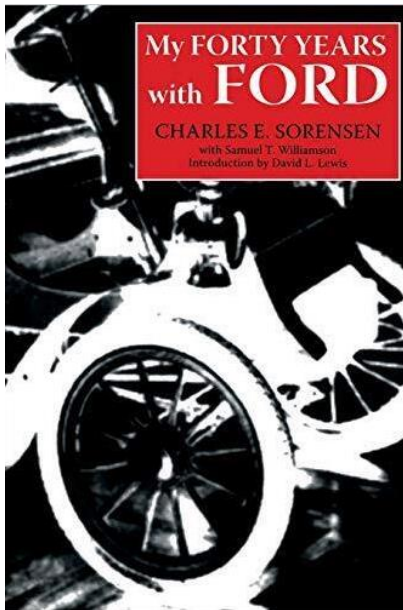
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My Forty Years with Ford

By Nick Arrington

I am reading an old book my wife found me in a thrift store, *My Forty Years with Ford*, by Charlie Sorensen, who many believe was Henry Ford's right hand man. In the book, he states, “Mr. Ford said the conveyor-assembly idea occurred to him after watching the reverse process in packing houses where hogs and steers were triced up by hind legs on an overhead conveyor and disassembled.” I found the term *disassembled* interesting, as it refers to an approach suited to machinery, jig saw puzzle, etc. It would probably be hard to *reassemble* the same hog.

Also, another interesting fact. In 1919, Ford bought out the 6 original investors who, 16 years earlier, had contributed \$31,100.00 (thirty-one thousand, one hundred dollars).



<u>INVESTOR NAME</u>	<u>ORIGINAL INVESTMENT</u>	<u>SELLING PRICE</u>
James Couzens	\$2,500.00	\$29,308,857.50
Mrs. Rosetta Hauss	100.00	\$262,036.67
Estate of John Gray	10,500.00	\$26,250,000.00
Horace and John Dodge	10,000.00	\$25,000,000.00
John Anderson	5,000.00	\$12,500,000.00
Horace Rackham	5,000.00	\$12,500,000.00

Those aren't typos. \$2,500.00 into \$29M for Mr. Couzens alone!

According to the book, Mr. Couzens held out the longest and had been with Ford in 1905 and didn't scare easily. Not a bad ROI!

In Case You Missed It

LIST OF WINNERS CITY OF FAIRFAX CAR SHOW 2023

- | | |
|---|--|
| <p>BEST EARLY CAR - 1903 Buick, Jim and Edna Cross</p> <p>BEST MODEL A - 1930 Model A Cabriolet , Jim Ryan</p> <p>BEST OF THE '30's- 1934 Ford Cabriolet , Dave Skiles</p> <p>BEST OF THE '40's - 1945 Ford truck, Steve Lloyd</p> <p>BEST OF THE '50's - 1951 Ford Victoria , Jim Nice</p> <p>BEST OF THE '60's - 1961 Camaro , Dour Eggers</p> <p>BEST OF THE '70's - 1973 VW Thing , Mark <u>Knauff</u></p> <p>BEST OF THE '80's - 1981 Corvette , Olin Simmons</p> <p>BEST COMMERCIAL - Chevrolet 3100, David Lease</p> <p>BEST IMPORT - 1988 Volga - Igor <u>Ponomarev</u></p> <p>BEST SPORTS CAR - 1957 Thunderbird - Albert Miller</p> <p>BEST ORPHAN MAKE - 1957 Packard , Hal Herman</p> | <p>BEST PRE-WAR FORD PRODUCT - 1916 Model T, Keith Randall</p> <p>BEST POST WAR FORD PRODUCT - 1951 Ford , Frankie Martin</p> <p>BEST GM PRODUCT- 1957 Corvette , Bill Lightfoot</p> <p>BEST MOPAR PRODUCT - 1988 Chrysler LeBaron, Dave <u>Scargo</u></p> <p>BEST ENGINE - 1965 Mustang, Jerry Atkinson</p> <p>BEST PAINT - 1950 Chevy Pickup , Gavin Lambert</p> <p>BEST INTERIOR - 1966 Chevy Impala , Matt Dillon</p> <p>BEST CONVERTIBLE- John <u>Kolb</u></p> <p>BEST SEDAN - 1955 Mercury , Eugene <u>Gilkey</u></p> <p>BEST CUSTOM - 1930 Ford Coupe, Phil Murray</p> <p><u>MAYOR'S CHOICE</u> - 1949 Ford pickup , Gay Harrington</p> <p><u>PEOPLES CHOICE</u> - 1965 Pontiac 2+2, - Mr. Knight</p> <p>BEST OF SHOW - 1939 Ford Station Wagon, Dave Westrate</p> |
|---|--|

From the June newsletter of *The Southern V8er* – Southern Kiwi Regional Group

THE FLATHEAD V8 COOLING SYSTEM

Nyall Price

Flathead V8s are well known to suffer from overheating problems. Generally though there are numerous underlying causes, especially but not limited to, the design of the block casting which causes exhaust gases to spend more time within the block than is ideal.

There are 2 water pumps, one either side of the engine, and there are essentially 2 separate cooling systems which combine together into one radiator.

As a starting point, efficient cooling requires the engine block water passages to be crack free and clean. If you consider that some of the blocks could have been in service for up to 90 years then it's safe to assume there will be a build up of scale and surface rust inside. This residue acts as an insulator which makes it hard for the heat to transfer into the coolant and then be carried away to be cooled. In the bottom of the block there is also the possibility of residual casting sand and foreign materials which can create a thick sludge which also acts as an insulator. The removal of the undesirable internal buildup is difficult to remove insitu and engine flushing agents are no match for the physical removal of material. Obviously the best time to do this is at overhaul time when the block is bare and it's possible to have a dig around in the depths, have it hot tanked and high pressure water blasted.

The key items to investigate, if having problems in service, are the following....

RADIATOR - The radiator is the heart of the cooling system and it can't be overstressed how important it is to have this key component in top order. If you want to be sure then it will be necessary to remove the radiator and have a competent radiator shop check it out. They can be flow tested but if it was me I would have the tanks removed and the tubes rodded out [NB - this can't be done with a honeycomb core so seriously consider a recore if you have one of these]. Depending on the outcome of the above, or if the fins are in poor order then don't muck about, invest in a new core, you won't regret it in the long run. When refitting the radiator I strongly recommend fitting filter socks in the top inlets to collect anything that might be wandering around the block so as to keep it from blocking the tubes. Finally, fit thermostats. They were designed from the factory to be fitted in the top hoses where the water exits the heads so don't think you are cleverer than the experts. They are there to help the engine warm up quickly and they also slow the water flow as it travels into the radiator, therefore giving the water longer in the radiator so that the heat can be transferred out.

Whilst on the subject, If you have a prewar flathead [1935 onwards] that isn't designed to run a pressurised cooling system then consider getting your radiator shop to modify the filler neck to allow for a pressure cap and separate overflow tube. Raising the pressure by 4 pounds will increase the boiling point by 12 degrees fahrenheit, plus stop the water dribbling out the overflow during normal expansion and surge whilst driving.



BLOCK & HEADS - Cracking may lead to external coolant leaks or possibly combustion pressurising the cooling system. Because both sides of the engine are separate cooling systems there is merit in running 2 temperature gauges to see if one side has a problem separate from the other. To test for combustion entering the cooling system, go to your trusted radiator shop and get them to do a sniff test with an appropriate instrument. If there is combustion about then you need to check which side it is. To do this, lower the radiator level to below the head outlet height, fit a short length of hose to the head and fill with water until the coolant level is visible, remove the fan belt so the water pump can't spin then start the engine. If there is a constant flow of bubbles then you have a problem, possibly a blown head gasket.

WATER PUMPS - Check for external leaks. Beware of water leaking along the shaft and out behind the pulley. This can cause the water pump shaft to rust and seize or possibly make a loud noise which may be difficult to pinpoint. Check for correct fan belt tension so that there is no slippage at the water pumps. Note that there are various improved water pumps on the market that have a more efficient impeller, bearings instead of bushes, and ceramic seals which are more tolerant to pressurised systems. Inspect your radiator cap to ensure a good seal and that it is seating properly.

COOLANT - Clean coolant is important for proper cooling. It is advisable to run an inhibitor for corrosion protection and to lubricate the water pump seals and this is a must if alloy heads are used. 50% antifreeze mix is a good rule of thumb and a decent quality premixed brew can do from 5 to 10 years, depending on the manufacturer's claims. Leave this mix in all year round, do not flush and go back to plain water and do not replace coolant loss with plain water only. A side note, more is not necessarily better, meaning using straight antifreeze would make the motor run hotter, not cooler. Stick with a 50% brew. Finally, another step that can be made is to add 'water wetter' coolant additive. It is claimed that this gives better coolant contact with the engine and radiator tubes.

MOVING AIR - Moving air through your radiator with minimal restriction is imperative. Always ensure that factory shrouds are kept in place to allow fresh air in and push the heat out. "What about the fan?" you ask. Whether it be mechanical or electric it is only designed for low speeds when the air isn't being pushed through the radiator. Therefore, shrouds, belly pans, bonnet louvres, inner guards etc are all part of directing fresh air in and letting the warm air escape, so consider this if ever making modifications.

OTHER FACTORS - Proper tuning is part of the overall package, meaning retarded timing or a lean fuel mixture could lead to raised temperatures. As could be dragging brakes, a restricted exhaust, collapsed radiator hoses, tyres too flat and a host of other possibilities. Remember also, when going up a hill on a hot day, let the motor run freely, change down a gear, don't lug away in top gear and don't stop at the top of a hill if the engine is overly hot, carry on down the other side and the combination of low throttle and fresh air going through the radiator will work wonders.

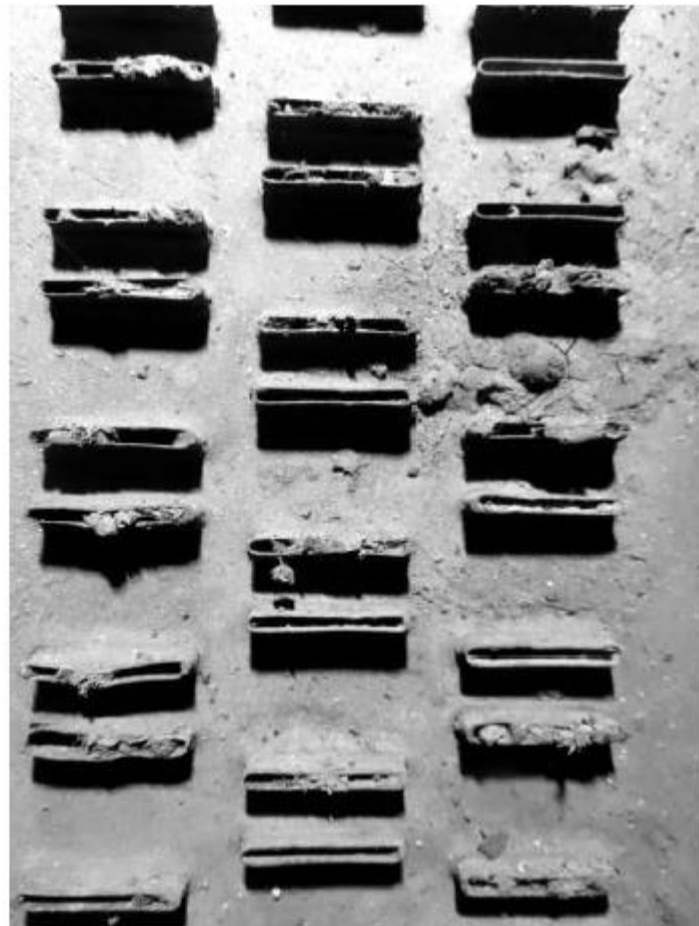


If anyone wants to debate this further or find out how to obtain radiator filter socks then feel free to contact me on 027-486-9255.



Left - Debris flushed out of my '36 block after the heads were removed. Incredibly, this was a pre-flushed and in-service engine

Right - Blocked radiator core due to debris in the coolant





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

1986 Ranger long bed. Fuel injection, 4 cyl., 64K miles. Zero rust. No A/C or power windows. Belts, hoses, tires, battery, wheels replaced. \$5,000. Contact **Cliff Green**, 703-346-1458. (1/24)



1936 Ford 4-door sedan. Reported to be very original low-mileage car. \$16,500 OBO. Contact **Art Bragg**, Winchester, VA. 540-550-1496. (10/23)



1951 Mercury 2-door sedan (loc. CA): Original V-8 engine, mileage unknown. Automatic transmission, good tires. Very good original style upholstery. Paint is very good with some minor chips. Original color, nice chrome, body very solid, no rust. \$26,000 OBO. Contact **Mike Sanders** (selling the car for a friend). 559-916-1934, phone call or text. (06/23)





1929 Brookville Body, Original 1932 Ford Frame, 59AB motor, 1940 Ford Rea. **SOLD** Most everything for a period hot rod build. Contact **Mark Luposello**, 703-399-0999 or drspdracer@gmail.com. (04/23)

PARTS & ACCESSORIES FOR SALE

Books and Judging Manuals. Ford Parts & Accessories "Green" Book; older version 1932 Ford Judging & Restoration Guide; 1940 Ford Restoration Book; 1949-51 Ford Restoration Book. Make an offer. Call **Bill Selley**, 571-239-7570. (1/24)



Flat-o-Matic Automatic Transmission Adaptor by Cornhusker. Use a C-4 behind a 8BA or 59 with bell housing adaptor. Asking \$300. Contact **Nick Arrington** at 703-966-8422. (11/23)



'48-'50's used truck heater box/fan assy. No duct work. Might be genuine Ford. Asking \$100. Contact **Al Edwards** at alfromva.com. (11/23)



Free: Steve Groves' large collection of car magazines. Collection includes *AutoRestorer*, *Hot Rod*, *V-8 Times*, and others. **Diane Groves**, 301-530-7411 or dyanamo@hotmail.com. (10/23)



Miscellaneous: Table saw; small air compressor; 4-wheel SS shop cart; ½" socket set; Dremel tool; Wet/dry vac. **Cliff Green**, 571-239-7570. (10/23)



'32-'34 Inside Door Handles and Window Crank Handles: Inside door handles and window crank handles (standard and deluxe versions) and matching escutcheons for '32 cars, '32 commercial and trucks, '33-'34 cars (including commercial and trucks up to '37). All new, unused, excellent Drake reproductions in original packaging. **John Ryan** at john@ryanweb.com or 240-271-4097. (08/23)



'32 Headlamp Reflectors: Both Standard (2 bulbs) and Deluxe (1 bulb) versions available. These are new Drake reproduction original-type reflectors in original sealed packages and not currently available from the major commercial vendors. **John Ryan** at john@ryanweb.com or 240-271-4097. (08/23)



Four slightly used black wall, all weather, radial tires, size 205/75 R 15. Perfect fit for a shoebox Ford. Production date: 31/21. Less than 600 miles on them. I recently traded them for white walls. Half price at \$100 each. **Bill Simons**, 202-734-2211, bsimons@rustinsurance.com. (07/23)



Four beautiful 1950 Ford Crestliner hubcaps: No road rash, dents, dings. Only need touch-up on the black painted circles and Ford name. Polishing would make them show quality. Perfect for a nice driver car. \$250 plus shipping for all four. **Otey Pemberton**, Henrico; (804) 261-6646 or oteypemberton@gmail.com. (05/23)



PARTS & ACCESSORIES WANTED

In the market for a **replacement exhaust for my '29 truck**. Mine is split wide open and it scares me a bit (see photo). Looking for a spare to buy. **Jereme Macready**, jereme.macready@gmail.com



1952/53 Ford Wagon, Courier Sedan Delivery, Convertible or Victoria. Looking for driver quality car, old original or car needing minimal work due to storage issues, etc. No rusty or long-term projects. Prefer Automatic or Manual with Overdrive. Contact **Nick** at nta1153@verizon.net or 703-966-8422. (01/24)

TECH TIP

Tech Tip

By *Dave Westrate*

We are about to finish the restoration of the 1939 Ford Deluxe Woodie that we purchased in Mystic, Connecticut, 27 years ago. When we disassembled it over 20 years ago, I wrapped each piece of stainless steel trim in clear plastic wrap to protect them and put them in the attic with the rest of the parts. **DO NOT DO THIS!** When I recently took them out of the attic, I discovered that the clear plastic wrap had fused to the stainless, probably due to the heat. I tried everything I could think of to get it off without scratching the metal. What finally worked was to keep it wet with rubbing alcohol for about 10 minutes and then use the end of a piece of hardwood to scrape it off (the wood will not scratch it). It was a tedious process that took hours to finish.



July 2023 NVRG Membership Meeting

If you missed the recently concluded Grand National Meet in Dearborn, here's your chance to see it through the eyes of those who attended. The presentation will cover all aspects of the meet, including the side trips, seminars and activities. Refreshments will be provided by Terry Thomann.

Hope to see you there.

Date: July 11, 2023

Time: Doors open at 7 PM, meeting starts at 7:30

Location: Green Acres Community Center in downtown Fairfax



NVRG 2023 Events Calendar



July	
11	Membership Meeting – 7:30 PM. Program: Grand National Meet Review; Presenter: Meet attendees; Location: Green Acres Senior Center.
12	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
25	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
August	
8	Membership Meeting – 7:30 PM. Program: American Museum of Speed; Presenters: Simons and Gunnarson; Location: Green Acres Senior Center.
9	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
29	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
September	
6	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
19	Club Picnic – Occoquan Park – Details to follow.
26	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Looking Ahead!



September 19 – NVRG Club Picnic

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	john@ryanweb.com
Monthly Meeting Report	Dave Gunnarson	gunnarson@verizon.net
Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Nick Arrington	nta1153@verizon.net
Want Ads	Nick Arrington	nta1153@verizon.net
Membership and Dues Report	Gay Harrington	hahsuj@gmail.com
Restoration Reports	Ken Burns	helenandken@verizon.net
Tech Articles	Cliff Green	dcliftongreen@gmail.com

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