

# FORD TOOLS

*By Editor*



Dave Henderson and his display of Ford tools you'll need if you have your car point judged. That's Dave Westrate's '39 tool display in the custom made display case.

Our November monthly meeting featured a discussion/display/demonstration of the year-appropriate Ford tools that V-8 owners should have if they want to have their cars point judged. The presentation did not cover jacks which has enough information for an entirely separate discussion. As a safety note it was emphasized the these tools, particularly jacks, shouldn't be used for actual repair and maintenance of our V-8s. Contributors to the program included Dave Gunnarson (in absentia – Dave was on a month-long business trip to Australia), Dave Henderson, Benny Leonard and Ken Burns.

Cliff Green started us off by running through the PowerPoint presentation Dave Gunnarson prepared before he left for Australia. First up was a list of resources Dave used in researching which tools would have come as standard equipment with his '35 Big Truck. Chassis Parts Lists are good place to start for identifying part numbers and descriptions of the tools you'll need. It was emphasized that one should use the Chassis Parts List that was published by Ford when your V-8 was manufactured. This can be tricky because Ford

# Up Front with the President



December 2016

I hope everyone had an enjoyable and restful Thanksgiving holiday with their families and friends. As a Ford V-8 car club we are a family of antique car enthusiasts who share the same passion. Our club interaction allows us to share, educate, repair, restore and drive our Fords together. Webster's Dictionary defines "club" as, "a group of people associated for a common purpose or mutual advantage, usually in an organization that meets regularly." Having completed my first year as your president, I am aware that the same core group of members continue to step up to prepare and lead presentations, host refreshments at meetings, plan and lead tours, serve on our board, or help others with car repairs and expert advice. I encourage each of you to volunteer your time for the benefit of our club so it remains vibrant. With help from all our 158 members, the load will be lighter on the same people who do most of the work. Merely coming to a meeting is not the same as offering to provide refreshments or offering to give a presentation at one of our meetings.

Recently, **Mark Luposello** asked for volunteers to provide refreshments for our 2017 meetings, **Dave Gunnarson** asked for program topics and presenters, and **Cliff Green** asked us all to buy club calendars or "Tech Tips" as club fundraisers. **Dave Westrate** will be asking for volunteers for the annual Fairfax Car Show. And **Ken Burns** is always seeking articles from members or pictures for the Valve Clatter. Please hear the call and step up. We need all members to be engaged.

A pressing need is for someone to take over serving as editor of the award-winning **Valve Clatter**, our monthly publication. **Ken Burns** has relentlessly and professionally been the editor since 2010 and will step down in December 2017. The Board has formed a Valve Clatter Editor Search Committee comprised of **Cliff Green**, **Jim LaBaugh**, and **Jim McDaniel** to identify Ken's successor. The plan is to select a new editor by mid-2017 to shadow Ken and facilitate a seamless transition. Please consider taking on the role and talk to the search committee or Ken directly.

### Special thanks to:

- **Dave Westrate** who led the November meeting program which featured a presentation on his Woodie tool display, and presentations by **Dave Henderson** and **Cliff Green** (who presented Dave Gunnarson's PowerPoint presentation in Dave's absence). Also, thanks to **Jim LaBaugh** for providing snacks and refreshments.
- **Art Zimmerli** who organized and led a very interesting garage tour for the membership at **Black Wolf Automotive** in Woodbridge, VA. Please read **Nick Arrington's** article on page 7. After the garage tour, we enjoyed lunch at Madigan's in Occoquan.
- **Cliff Green** is leading the sale of our 2017 NVRG annual calendar featuring members' cars. This year's calendar, as Cliff stated in a recent email to the membership, "is a great issue and will help the club with the expenses for our 2017 Eastern National Meet."

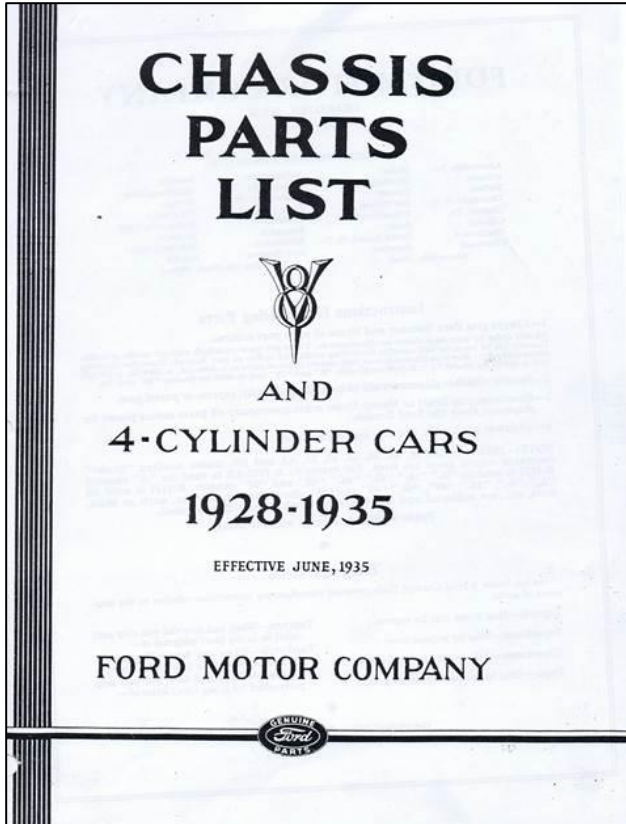
Our holiday party celebration is on Friday, December 9<sup>th</sup> at P. J. Skidoos in Fairfax. Should there be any last-minute procrastinators who would like to join the 40+ members and spouses attending, please call or email me immediately!

Best Regards,

*Joe*

2016 NVRG Officers & Terms	2016 Directors & Terms	Committee Members
President – <a href="#">Joe Freund</a> (2016-17)	Membership – <a href="#">Gay Harrington</a> (2016-17)	Fairfax Show – <a href="#">Dave Westrate</a>
Vice President – <a href="#">Bill Simons</a> (2016-17)	Programs Lead – <a href="#">Dave Gunnarson</a> (2015-16)	Programs Member – <a href="#">John Sweet</a>
Secretary – <a href="#">John Ryan</a> (2015-16)	Webmaster – <a href="#">Cliff Green</a> (2016-17)	Tours Chair – <a href="#">Hank Dubois</a>
Treasurer – <a href="#">Wayne Chadderton</a> (2015-16)	Valve Clatter – <a href="#">Ken Burns</a> (2016-17)	Tour Member – <a href="#">Art Zimmerli</a>
	Sunshine – <a href="#">Keith Randall</a> (2015-16)	Property & Refreshment – <a href="#">Mark Luposello</a>
	Past President – <a href="#">Jim McDaniel</a> (2016-17)	

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 published both Chassis Part Lists covering a single  
 years and others that encompassed multiple years.



This Chassis Parts List will tell you accurately what tools were correct for 1935 Fords but may not be as accurate for the 1928-34 models.



This 1936 Chassis Parts List, with a November 1935 date, would be correct for early 1936 Fords but possibly not for late '36 Fords.

If you use the "Green Book" you need to be particularly aware that this publication was printed in the late '40s-early '50s and that the original tools for your V-8 may have been superseded by newer versions and although they will perform the same function as the original tool they will not be "correct" for your particular vehicle.



There's a treasure trove of information within our NVRG. Speak to folks who own a V-8 that's the same year as yours and has had it point judged at an Early Ford V-8 National Meet. If you've got a 1939 give Dave Westrate a call or a 1940 give Cliff Green a call, etc.

So what other resources are available? We all get the *V-8 Times*. Did you know that there is a [searchable index](#) of the *V-8 Times* on the club's national website? Click on the "V-8 Times" navigation link and simply entering "tools" into the search engine will result in 55 hits for article about tools. It appears that the index hasn't been updated since 2013 so you might still have to resort to the old school page flipping method in your more recent copies of *V-8 Times*. The *V-8 Times* also lists contact info for Lin Stacey our national V-8 tool advisor. Lin has published numerous articles in the *V-8 Times* regarding the correct tools including a comprehensive 10 page article in the May/June 2006 issue.

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**The "Seven Piece Hand Tool Kit"**

by Lin Stacey  
V-8 Tool Advisor

Most likely each of us has picked up a small automotive tool at an auction, garage sale, flea market, or swap meet. Holding it in our hands, we may have wondered, is it a Ford tool? Is it Model T, Model A, Early V-8? What years?

This article explores the hand tools supplied with our Ford vehicles of the 1932-53 era. The author hopes to help the restorer identify correct tools either as delivered or as optional equipment when his or her vehicle was new.



Late 1940 through 1942 Seven-Piece Tool Kit

**What did the kit consist of?**

The basic hand tool set consisted of seven tools and a pouch. The first chart below lists the parts and Ford's basic part number for each tool. The second chart details the tools in the photograph of a late 1940 through 1942 kit.

Item	Basic Part Number
Pouch	17005
7/16 X 1/2 open end wrench	17015
9/16 X 5/8 open end wrench	17016
Headnut & sparkplug wrench	17017
Screwdriver	17020
Adjustable wrench	17021
Pliers	17025
Grease gun	17125

Item	Specific Part Number
Pouch	B-17005-A1
7/16 X 1/2 open end wrench	O1A-17015
9/16 X 5/8 open end wrench	O1A-17016
Headnut & sparkplug wrench	O1A-17017-B
Screwdriver	B-17020
Adjustable wrench	O1A-17021
Pliers	B-17025-A1
Grease gun (optional equipment)	78-17125

May/June 2006 27

As luck would have it, the V-8 Times published a comprehensive article on 1941 tools by Lin in the May/June 2016 issue just in time for me to ensure I had the correct tools for my Woodies before the Eastern National Meet in Gettysburg.

Another excellent source of information about what your tool kit should contain is the various iterations of the Ford Book produced by the Early Ford V-8 Club. These books cover nearly all Ford passenger cars from 1932 to 1953. If you own a Mercury, Lincoln, commercial vehicle or truck you're not quite so lucky. One useful feature is the inclusion of photographs in addition to part numbers. This is particularly handy when the tool you're interested in doesn't have a part number stamped or cast into to it.



Fig. B-5  
01A -17021 Adjustable Wrench

1941-48 Ford Tool Summary				
Tool	1941-42 Pass.	1946 Pass.	1947 Pass.	1948 Pass.
Pouch	B-17005A1,A2	51A-17005B until 11/11/46	Not Furnished	Not Furnished
End Wrench 7/16" x 1/2"	O1A-17015	O1A-17015 until 01/10/46	Not Furnished	Not Furnished
End Wrench 9/16" x 5/8"	O1A-17016	O1A-17016 until 01/10/46	Not Furnished	Not Furnished
Headnut & Spark Plug Wrench	O1A-17017B	O1A-17017B until 11/11/46	Not Furnished	Not Furnished
Screwdriver	B-17020	B-17020 until 11/11/46	Not Furnished	Not Furnished
Adjustable Wrench	O1A-17021	O1A-17021 until 01/10/46	Not Furnished	Not Furnished
Pliers	B-17025A1,A2	B-17025A1,A2 until 11/11/46	Not Furnished	Not Furnished
Pass. Jack	11A-17080A1, A2	51A-17080A2, A3, A4 from 6/28/45 till 11/11/46	51A-17080C1, C2 11/11/46 till approx 1/17/48	8A-17080A1, A2, A3 from approx 1/17/48
Sta. Wgn. Jack	78-17080A4, A5	51A-17080A2, A3, A4 from 6/28/45 till 11/11/46	51A-17080C1, C2 11/11/46 till approx 1/17/48	8A-17080A1, A2, A3 from approx 1/17/48
Jack Handle & Tire Wrench Comb.	78-17081	78-17081 until 11/11/46	51A-17081 from 11/11/46	51A-17801
Lugnut Wrench	O1A-17035	O1A-17035 until 11/11/46	51A-17035 from 11/11/46	51A-17035

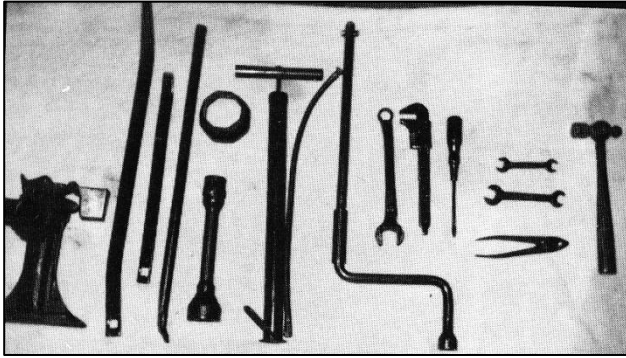
Table of tools appropriate for 1941-48 Ford passenger cars.

Using a combination of resources Dave came up with his own comprehensive list of tools for Model 51 1935-1936 Ford trucks. Some of the tools are the same as those used in passenger cars and commercial vehicles but many are obviously unique to trucks.

Ford Part Number	Description
B-17019	Tire Iron
BB-17033-B	Rear wheel bearing and front hubcap wrench
BB-17034	Wheel nut wrench handle
51-17035	Wheel nut wrench
BB-17036-B	Starting crank 131", 157" wheelbase - 8 cylinder
51-17040	Starting crank extension
BB-17080	Jack assembly
BB-17081	Jack handle
	Burlap bag (for tools not contained in B-17005-A tool bag)
B-17005-A	Tool bag
B-17015	Wrench, 7/16" x 1/2" hex. open end
B-17016	Wrench, 9/16" x 5/8" hex. open end
B-17017	Wrench, spark plug and cylinder head nut
B-17020	Screwdriver
B-17021	Adjustable wrench
B-17025	Pliers
B-17052	Tire pump assembly (or B-17052-A)
40-17125	Grease gun assembly - hydraulic
B-14527	Lighting Circuit fuse (N-14526), 5 in box
	Instruction Book (Owners Manual) in envelope

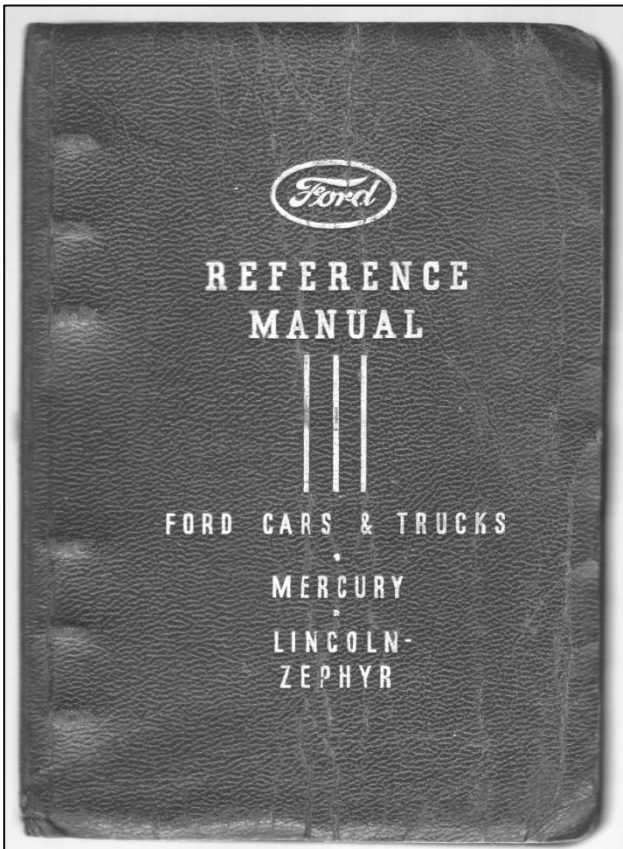
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There's some real heavy duty stuff in Dave's tools kit! The tools were displayed at meeting and the differences were obvious.

One other place you might be able to glean some basic information about the tools that came with your Ford is from dealer sales publications. For example the salesman's Reference Manual (Form 7314) for 1941 lists by generic name the tools that were provided with each new car.



TOOL EQUIPMENT	
Bumper jack	Pliers
Jack handle and tire tool	Screwdriver
Wheel nut wrench	Monkey wrench
2 open end wrenches	Artificial leather container
1 spark plug wrench	

Excerpt from page 36 of the 1941 salesman's Reference Manual.

Next up was Dan Henderson who brought in representative examples of Ford tools used throughout the V-8 era. He explained how various tools serving the same function changed over the years as our V-8s changed and mentioned that not all Ford tools

bear the Ford script logo and that some tools have markings that indicate what company produced the for Ford. He also had several examples of "look-alike" tools that could be mistaken for authentic Ford tools.



Ersatz "Ford" tools.

Dave Westrate walked us through the display case that he built for the tools that are correct for his 1939 Woodie. He also brought the case that he uses to display the includes cutting tools that he used to sculpt the entire wood bodies for both of his 1939 Woodies.



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To wrap up the evening Bennie Leonard talked to us about K.R. Wilson, the company that bore his name and the tools made specifically to service our Fords. If you're a V-8er you've probably lost sight of the fact that K.R. Wilson was a well-established tool company by the time the first 1932 Ford rolled off the assembly line. The company was formed in 1920 to produce specialty service tools for independent garage men to use when servicing Model Ts. In the mid 1920s Mr. Wilson convinced Ford Motor Company (and Henry himself) of the merits a complete service system for Ford's franchised garages and agencies all over the world. Mr. Wilson died in 1948 and the business of running the company passed to his brother and sister.

The Wilson firm collaborated with Ford for a quarter of a century. In 1948, the Wilsons achieved what was hailed as a near-miracle of manufacturing when they designed and manufactured complete sets of desirable service tools for all Ford branch schools in just 21 days from blueprints to finished units. This achievement was necessitated by the appearance of an entirely redesigned motor car, the 1949 Ford. Once these tools were accepted, sufficient sets were produced in less than five months and delivered to 85% of the Ford dealerships in the United States.

## IN MEMORIUM

### Buzzy Potter Remembrance

By Dave Gunnarson; images by Cliff Green



I was sad to hear of the passing of 99-year old NVRG member Buzzy Potter at Thanksgiving. From

the first time I met him, Buzzy captured my imagination with his stories of life in the Washington, DC area in the 1930's and 40's, especially his connection to early Ford V-8's. In March 2011, Buzzy and his wife Ginny graciously accepted my request to interview them, and they allowed me to record the conversation. Notes from these interviews were published in the *Valve Clatter* (see March through July 2013 issues). Here are a few of my favorite memories from our conversations.

On a 12,000 mile round trip across the country with his mom and brother in brand new 1935 Ford, Buzzy put 25 cents into a machine in the Ford Rotunda building at Balboa Park San Diego California Pacific International Exposition. The machine manufactured a souvenir gear shift knob, while he watched.



That knob is still on Buzzy's 1936 Ford and is a highly collectible item now. I was amazed to know someone who bought it new at the Exposition, and still had it in their possession.

Buzzy's nickname came about because his younger brother had a hard time pronouncing "brother" and it came out something like "buzzer." The rest is history. (Note, the same thing happened to "Buzz" Aldrin, the second man to walk on the moon!)

On a rainy day at Hershey, Buzzy spotted a 1936 Ford sedan and purchased it.



Buzzy's "new" 1936 Ford.

Once he got the paperwork he realized the serial number of this car and his 1936 Convertible Sedan were within two numbers of each other. This meant there was just one car between them on the assembly line. Out of a million vehicles produced by Ford in 1936, what are the chances of this happening?

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Buzzy's "old" 1936 Ford.

The interview also included Buzzy's lovely wife, Ginny. She was so welcoming and gracious to me. At one point she insisted that I join them for a dish of chocolate ice cream while we talked. I could tell by the way they interacted that they were a pair made in heaven. Ginny passed only four months before Buzzy this year.

Buzzy told me the story of being on a picnic date with Ginny on her birthday in Rock Creek Park on Sunday, December 7, 1941. Unexpectedly FDR's voice came on the car radio with news of the attack on Pearl Harbor and they realized everything about their lives had just changed forever.

I will miss Buzzy and Ginny. I'm glad I had the opportunity to interview them because I have the memories of our conversations, notes and pictures to keep their spirit alive.



## OUT & ABOUT

### November Tour

### Black Wolf Automotive Specialties – Woodbridge

By Nick Arrington

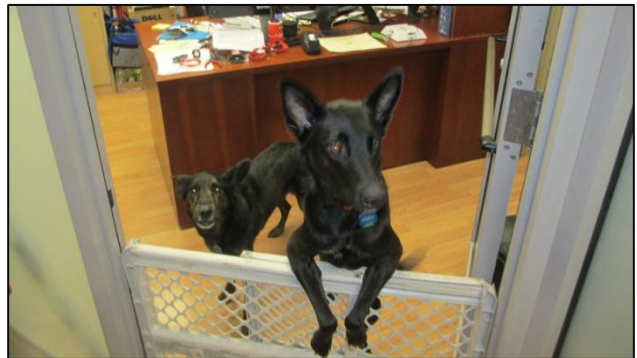
A flotilla flatheads descended on Woodbridge Virginia and meet up with several members who reside in the area in anticipation of our garage tour of Black Wolf Automotive specialties. We were

greeted by the owner Chris Berry who began the tour explaining how he has 30 years' experience in automotive repairs and made the decision to concentrate on the repair of classic cars about 9 years ago.



Bill Selley, Fred Janezic, Hank Dubois, John Ryan, Chris Berry and Dave Westrate in the Black Wolf shop.

When he started out his "partner" was a Black Lab-Wolf hybrid pup named "Lisha" and he decided to name the business after his "partner"-hence the name Black Wolf Automotive Specialties.



"Partners."

Chris explained that they presently have a staff of 10 full time employees and are looking to add 3 more soon to work in the 9,000 SF facility. We started the tour in the shop area where we saw Jim Gray's 240 Datsun Z car in a down draft paint booth which had just been finished in base coat/clear coat and was awaiting assembly.



Jim's Datsun is looking good.

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The shop contained an assortment of domestic cars including Model Ts, Early Ford Flatheads, Willys, Studebaker and others in addition the Foreign Affairs Department which included Triumph TR-6s, MGs, Benzes, Porsches and a Maserati. Chris explained he will accept most any required repair from a tune up to full restoration and schedules the work accordingly.



Fred Janezic's '40 Deluxe Tudor sits in the shop.

He stated the he presently has 65 cars on the lot awaiting service. Furthermore, Chris explained that he never has a boring day at work and that "the shop is my sandbox" and that one of the most challenging aspect of work deals with project estimates and customer's budgets which are not realistic with the degree or extent of work required for such projects. We progressed from that portion of the building to the adjoining bays where a GTO was nearing completion of a full frame off restoration, along with a Mercedes Benz which had been painted very poorly several years ago and now is awaiting a full bare metal makeover along with a 56 T-Bird getting its brakes overhauled along with several other cars in various stages of repairs residing on lifts perched in the air.



Chris explained he is looking for additional square footage to expand his facility in the future to

include in-house machine shop and upholstery operations all under one roof. I think all of us were very impressed with the operation and overall enthusiasm of the owner and his key employees which we met.



The obligatory group picture – that's a pretty good turnout.

We then rounded up the troops and took a short drive to Madigan's Restaurant in Occoquan for a fantastic lunch to follow the event and wrap up a gorgeous Autumn day.



Lunch at Madigan's – Joe Freund photo.

### The Pumpkin Run

By Clem Clement

The Pumpkin Run; everybody is talking about the Punkin Run! WOWEEEEEEEE!!!! We are talking a big time event this year. What a wonderful way to end the old car season. Memories of this show will lay warm on our minds as winter grips us. No political whouii, beautiful warm sunny fall Jersey weather. Happy crowds, music, great food and more. We were all as one enjoying the Pumpkin Run

(<http://www.flemingspumpkinrun.com/>). If you

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Frost the night before then it warmed nicely to 65 with a light sporadic South Jersey wind.

The flea market was sold out! And the quality of the merchandise was like that of 30 years ago. If you couldn't find a collectible you had to have, you were sleeping.



The staff is to be congratulated for their organization and hard work. They were everywhere helping out. All of the volunteers at the events also were most helpful to all. Salute to all!!

The show car parking rows were well back in the woods west of the event and well south of the Pumpkin Run. Heavy military truck presence. Easy a 1,000 cars. Huge crowd: perhaps 8-10K. We gave up trying to decide which our fav was: all were!

One of the neatest exhibits was a Model A Tractor pulling a loaded trailer and running by itself in a fenced-in circle. Why do that you asked?..Why not. This is the PUMPKIN RUN!



What a huge crowd of happy people with kids and dogs running everywhere. We loved the garden tractor pull for young adults. Biggest crowd ever. At 8 am, the show car delay was 1 hour to get in.



A '40 Deluxe Coupe decked out in the optional two-tone paint scheme.

The Pumpkin Run shirts were super popular. A nice selection this year. I struggled to choose a color for my T: light gray with the big emblem on the front with the green pickup truck on it.

I'm talking a Bucket List show that is still on my list to return next year for my #4 visit to the PUMPKIN RUN!!!!!! (Did I mention it is in South Jersey where when you pray to your God, it is a local call!! More later from this thrilled Jersey BOY.

Bruce Metcalf was "O Great Leader" for this mission. We rolled from my home at 1pm on Friday, picked up Benny Leonard and rolled north arriving in Galloway, NJ, about 5:30pm. Checked into our palatial motel and headed out for dinner at the Galloway Diner. What a special choice that was! Cole was our server and did a fine job making recommendations and pointing out the place was BYOB: instantly 3 chillies appeared from our stock in Bruce's trunk.



Benny and Bruce about to enjoy a chillie.

We had a nice chat with family next to us. Great food. I can highly recommend this Diner done truly in Jersey style. When we asked for the bill, Cole stated it was taken care of. We asked and she quietly mentioned that the family had noticed 2 of us were vets and wished to thank us. We were stunned with this wonderful gesture. I cried and all of us were in respectful silence, I for my countrymen we left behind. The Galloway Diner maître 'de refused to let

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us pay or to contribute to a charity they might be sponsoring. She said thanks and hoped we all would return. Hugs all around. Is this a great county or what? I tear up as I type as we were just doing what we thought was right in serving our country.

We arose at 5:15 am and hit Denny's for eggs at 6am. We were the only customers in the place since about 4:30 am. Then off to Schullville for the show. No traffic and we rolled right in thanking the traffic directors and parked in row B and hitting the fleas hard. Some vendors were still shaking the frost off their tables. We did the fleas first of course. Quality merchandise everywhere. Nothing we did not covet. The flea spaces were sold out as later we spoke to a vendor who could not get in.

After that rush and a visit to a PINK comfort station, we did our planning for the day. I had a snap a shot of the forlorn '40 Merc coupe in the woods.



We cruised the early outboard motor collection and the fascinating dirt track memorial trailer about Vineland's years of racing and the people and cars involved. Love the surrounding original racers. Many have been restored to their former glory.



Then past the resto diner and to the merchandise table. I stood in the line about 30 minutes to get the sacred shirts. No other in my collection of show and event shirts draws more attention than my old Pumpkin Run Shirt. The boys toured some of the show cars whilst I got us all a shirt.

Then the plan was to return to the car and shuck our heavy jackets, followed by chow: Did I mention the Philly Cheesesteaks?

We cruised thru more of the horde of show cars until we heard the air pumps from the pumpkin chucking machine, so we rushed over to watch a few chucks. They were shooting at a Chevy van and box truck. Them pumpkins sure cause some damage!!



The next phase was a tour of the old junk yard with its hundreds of wrinkled and rusty cars. You could hear them Chevy's arustin!! Next they were getting the garden tractor pulls up and running. A huge crowd gathered to watch the next generation of car nuts dragging the sliding sled. They all had helmets on and huge smiles. An old fart suited up and showed them boys how to accomplish a full load by a wienie-looking tractor with engine sounds that spoke of heavy modifications to the motor's innards. Were all cheered when a boy got the first real full-pull.



We had another go at the show cars; looked to a couple of special items and then headed out about 2 pm. Bruce wanted to check out a coupe of possible hotels for us to staying for the TROG in Wildwood in June. (Look it up if you aren't tuned into the TROG happenings. I hope we get to attend. I'm hearing good things about TROG) Wildwood boards are so quiet in the winter. All the tourists are gone. Even the sea gulls were elsewhere as there was no trash and spilled food for them to quaff. The gulls really do a job keeping the beach clean. The birds still work

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the beach and the marshes. I love the beach scene in the winter. Peaceful and quiet. Piers empty and store shuttered against the coming hurricanes and chilly winter winds. Then we wrapped it up and head for VA, returning to my place about 8:30 pm from a special fun trip to South Jersey and the Pumpkin Run of 2016. I'll see you there in 2017!

<http://www.flemingspumpkinrun.com/>

## WELCOME TO THE CLUB

### Mike & Stephanie Petty

12308 Country Ridge Lane

Fairfax, VA 22033

703-716-0678

703-615-6513 (Mike's mobile)

703-615-6512 (Stephanie's mobile)

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

[jmpetty2@gmail.com](mailto:jmpetty2@gmail.com)

Lots of folks know Mike & Stephanie Petty from tours. Friends of the Dubois. Keith recently recruited these fine folks. They don't own an early Ford V-8 but do have a 1931 Ford Model A Town Sedan.



Mike & Stephanie's Model A in the center – Drive-In Tour 2016.

### Andrew Miller

2119 Courthouse Road

Stafford, VA 22554

Phone-540-659-3023

No email

He has 6-8 shoebox Fords in various stages of repair. He is painting a '50 two door that he hopes to bring to the ENM in June.

Bill Simons met him at the meet in Gettysburg this past summer and Andrew offered to help Bill with a rear window crank for his '49 convertible.

## EMAIL BAG

### Another Ford V-8 in the Family

*By Colin Spong*

Another Ford V-8 has arrived in the family. My nephew, Joshua (24) was brought up with old cars,

visiting shows and flea markets. Last year he gained a Masters Degree in Civil Engineering and started a job with a major UK civil engineering company. Some years ago after he gained his driving license my brother bought him a 1965 Mini which he still has in addition to a very rare 1950/60 Mini needing total restoration.

The first car he ever drove was our 1937 Lincoln-Zephyr Coupe at the age of 14 on private ground and therefore legal. When he was 18 he took part on a one day Model T driving course and is now completely conversant with the idiosyncrasies of driving a T.

A few weeks ago he said that he wanted a car and was looking for a 1934 Ford V-8. By coincidence I knew of a Canadian built RHD De Luxe Roadster (ex-South Africa) that was about to be sold from the deceased estate of a former UK RG member.



The car arrived in the UK in 1990 and had been in single ownership since that time. It is best described as an older restoration with some paint issues but seems to drive very well. Being of South African origin it is totally rust free in every respect. The frame is as good as the day it was made. At some point in its life a replacement engine has been fitted and this is a 21 stud unit with pumps in the cylinder block. This configuration seems to have been continued on export cars long after the USA adopted the 24 stud engine. It runs very well but the valves are a little noisy. A rebuilt transmission was fitted two years ago. At the moment it is undergoing a major service of fluids, anti-freeze and checking out brakes, suspension and steering. There are a number of non-original details but Joshua's plan is not to embark on a long restoration but to use and enjoy the car next summer and become more familiar with driving an older car. It good to know that there are some youngsters who enjoy these

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older cars. When he said he wanted to buy a hobby  
car I thought that he would buy a Mustang !!!



Joshua and his new pride and joy.

## TECH TALK

### Electric Fuel Pumps

By Cliff Green

The subject of doing away with the point penalty for an electric fuel pump is an issue that I have championed for years. I have always contended that this was a safety issue! The statement below is from National President Ken Bounds' report to Mid-West Regional Group Presidents.

*"The Judging Standards Committee has voted to remove the mandatory 5-point deduction for an added electric fuel pump, providing the installation is properly and neatly done. This change is effective for National Meets in 2017 and beyond."*

### How Many V-8'ers Does It Take to Install an Overdrive Transmission?

By Jim McDaniel

My 1951 Ford Sheriff's cruiser was ordered without an overdrive transmission, and I've always wanted put an overdrive in the car. I rather half-heartedly looked for one for several years, but the '51 O/D is unique to the '51, and they're not that easy to come across. Being a new installation, I'd also need all the associated cables, wiring, connectors, and other items necessary to make this all work out.

Our club's '51 Ford guru is Steve Groves, and after chatting with Steve one evening last fall, he told me he had two overdrives and he was going to rebuild one for himself. I suggested he rebuild both of them and sell me the second one. After some minimal negotiating, the deal was struck. Steve finished overhauling both transmissions around the beginning of summer, and I began gathering the other items I needed.



Steve's two newly rebuilt overdrives.

Summer was a busy time, and I didn't get everything I needed till September. Some items weren't that easy to locate and I burned a lot of "Internet time" trying to locate everything. Steve helped me a lot with that. I'd had a few club members tell me when I was ready to install it, to let them know, as they'd be happy to help. (This club is great for that helpful attitude of its members.)

My clutch was original to the car, and the 62,000+ miles on it was showing its wear and age. It was starting to chatter and to slip some. Since we'd have the transmission out, it made good sense to also replace the clutch plate, throw-out bearing, and pressure plate if it needed it. I acquired the parts.



New clutch disk. New throwout bearing. Pressure plate was good.

When ready, I put the word out on the NVRG Listserv, and I got a great response. Within two days I had many guys offering to help. WOW! I didn't expect the response I got. I wasn't sure all could be gainfully employed, but it'd be a good social event as well as a work party. I then started "negotiating" with them for a convenient date. The date that

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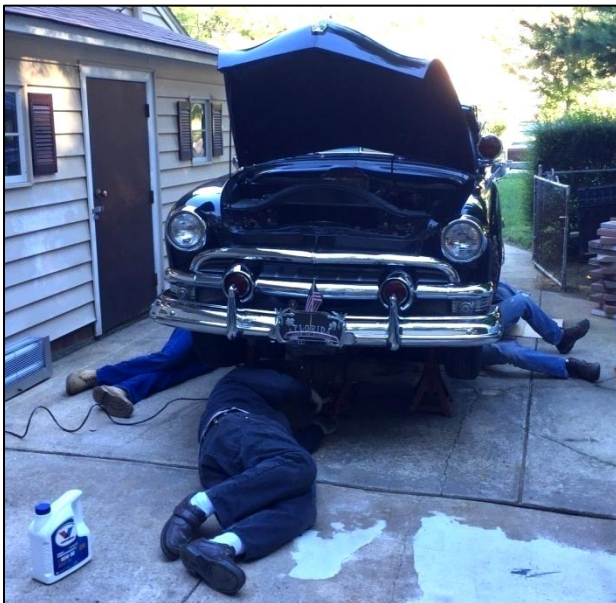
**Tech** continued from previous page worked best for the most was on Monday, October 10<sup>th</sup>, Columbus Day. I lost a few volunteers who were not available then. In the end, those who volunteered and showed up to help at Steve's included Russ Brown, Al Edwards, Bill Simons, Milford Sprecher, Jeff Horrocks, Joe Freund; John Ryan, Bill Potter, and Keith Randall. I don't think I missed anyone, but if I did, my apologies.

There were seven or eight of us that started at 9:00 that Monday morning, and some others were going to join us after lunch. We quickly got the car up on jack stands out on Steve's driveway, and we got prepared to do the heavy lifting. Steve predicted we'd probably be finished by early afternoon and the other guys who were coming in the afternoon might not have anything to do.



The first shift, standing: Bill Potter, Milford Sprecher, Russ Brown, Steve Groves, Joe Freund. Kneeling: Jim McDaniel and Bill Simons.

Well... does any mechanical work on a 65-year-old car go as planned? No, of course not. The first delay was getting the cross-member supporting the rear of the transmission off. It took FOREVER! The top bolts at the frame were especially stubborn.



For the next problem, the top bolt on the bell housing was just impossible to get to without the hands and fingers of a five-year-old. Eventually it too yielded to persistence, but we were now significantly behind Steve's projection for an early afternoon completion.



Oh S#!t, I dropped that nut AGAIN!



Finally, the old transmission is OUT!

The third problem? Mating the new O/D transmission to the engine through the bell housing and clutch. It didn't want to go as it kept clunking up against something.

Whew! Finally, at about 6:00pm, it was all together! Great! Now a quick test run on the jack stands before returning the old girl to Terra Firma.

Oh CRUD!! The clutch would not engage/disengage. Nothing! It just wouldn't work! No clutch action at all! Well, we were all worn out after one long day's work under the car, so we left it in place with the plan to come back in two days, on Wednesday, to figure it out and fix it. Joe Freund graciously gave me a ride home.

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The first day was fun (exasperatingly fun?) with everyone there... some turning wrenches, some offering advise, some smokin' and jokin', and some enjoying the coffee and donuts. We really didn't need that many people, but a social event it was. For Wednesday, we figured three of us at most under the car and one to fetch tools and things was all we needed. Steve was in the midst of a bad cold and was scheduled for a knee operation the next Monday, so we'd hoped to keep him topside and off the ground. Swapping transmissions with the car on jack stands is not the most comfortable way to work. John Ryan and Keith Randall (bless their hearts) agreed to go back with me on Wednesday to "unmate" the transmission and figure out what the problem was with the clutch. That was the plan.

Unbeknownst to me, and I'm sure against his wife Diane's orders, Steve crawled under the car on Tuesday, by himself, and discovered the throw-out bearing had been knocked from its "perch" in the mating process the day before. He was actually able to fix it by himself without pulling the transmission. Big problem fixed!

So on Wednesday we didn't have to pull the transmission again. All we had to do was to get everything reassembled, reattached, and readjusted, from the emergency brake lines to the clutch and transmission linkage to the wiring to the cable to the... Hmmm, more than I thought.

Well, of course, that presented more opportunities for delays as we found things that didn't match up, and we indeed found several of those opportunities.



John Ryan and Keith Randall making the last few connections and adjustments before we drop the checkered flag.

We didn't have enough time to get the wiring and cable completed, but everything else was installed, checked, and ready for the road. I was

able to drive the new transmission in the "normal" (non-overdrive) mode, and all I still needed to do was to get the wiring harness and O/D cable installed. I was able to drive the car that weekend to the club's overnight driving tour to Graves Mountain Lodge out near the Shenandoah Valley.

I've said it many times before, I've never been in a club or group where the members are more helpful or more knowledgeable in so many subject areas. We have lots of experts, and they are ready to share their expertise and their labors. Thanks to you all!



One final pose before declaring success.

### But Wait There's More

By Jim McDaniel



What do you think is going on here? Nope, nothing to do with the transmission.

Several weeks before our Fall Tour, with my wife Char along, I was turning the steering wheel on a relatively easy curve, at a moderate speed, and heard a LOUD bang from up front! I didn't feel any feedback through the wheel or other indications anything was wrong, and I immediately looked in my

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rear-view mirror to see if anything was “bouncing” down the road in case I’d run over something I didn’t notice, but didn’t see anything. It probably wasn’t more than 30 road miles before I started the road trip to Graves Mountain Lodge. I checked under the car and didn’t see anything wrong. Normally when driving the steering wheel is in the correct position with the crossbar horizontal when heading straight down the road. After the “bang” I noticed the wheel was now offset.

Char had grandmother duty on Fall Tour weekend so Colin Spong and John Milburn rode with me. As the tour progressed, the steering wheel offset became worse. By the time we reached Warrenton for lunch on the return trip the offset had become alarming! Close examination revealed that the top bolt attaching the steering box to the bracket had **sheared off** and the other two bolts had been stretched, hence the steering box was no longer in the proper position and was actually moving quite a bit when the wheel was turned.

After this diagnosis it was apparent I wasn’t going anywhere soon and Colin and John had a flight back to England first thing in the morning. Bill Potter and friend Karen graciously offered to take Colin back to Herndon. Cliff and I affected an emergency field repair using a pair of Visegrips to secure the box where the bolt had sheared off and I nursed the Cruiser home with Cliff and Sandra at my six providing rear cover.



Although not apparent in this photo there may also be a crack in the bracket that extends forward from the hole where the top bolt goes through the bracket and into the tab on top of the steering box. The bolt goes through the bracket and actually treads into the tab – there remainder of the bolt is broken off in the steering box tab.

During an email exchange with Colin I shared with him how we eventually got back on the road again. Colin responded with a copy of an article that appeared in the November/December 2007 issue of

the *V-8 Times*.

*This version of the article has been edited and reformatted for brevity. (Ed.)*

## The Day My Steering Broke

By Bob Lewis

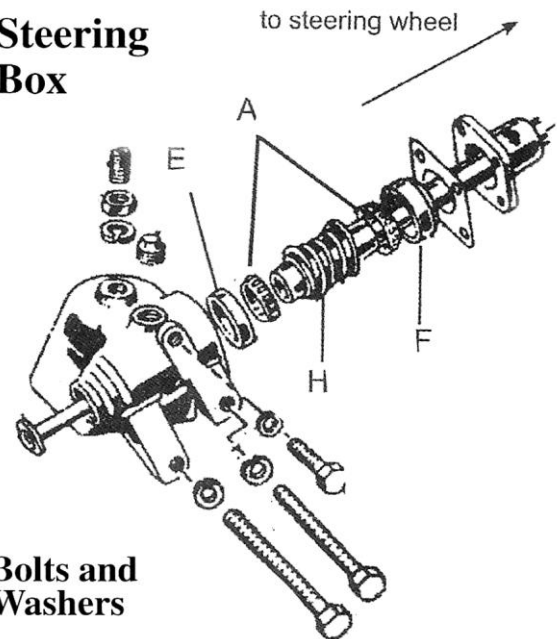
On July 29, 2007 I had a harrowing experience driving my 1950 Ford Club Coupe home from a car show in Fortuna, California’s north coast. I was on US 299, a rural two-lane mountainous road with lots of curves and grades in the Trinity River Canyon, Shasta National Forest.

About half-way between Willow Creek and Weaverville on a flat sweeping left-hand curve, I was going 45-50 mph and as the road straightened, I heard a loud bang and saw a dark object a few inches in length bouncing down the road behind me. As the car started to drift, I moved the steering wheel to correct it and there was nothing – no steering!

I was able to bring the car to a stop and move the car to the shoulder by turning the wheel almost 350-degrees. Fortunately, the incident occurred on one of the few straight stretches of roadway in the area.

There are three bolts that secure the steering box to the frame, a short one at the top and two long bolts that go through the frame.

### Steering Box



### Bolts and Washers

I discovered my steering box was secured to the frame by only the short top bolt, which was loose. Of the two bottom bolts, one was gone and the other

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broken off at the inner frame at the box. The two bottom bolts are prone to rust where they go through the frame which obviously weakens them. Additionally, the original bolts do not have the strength of today's metals.

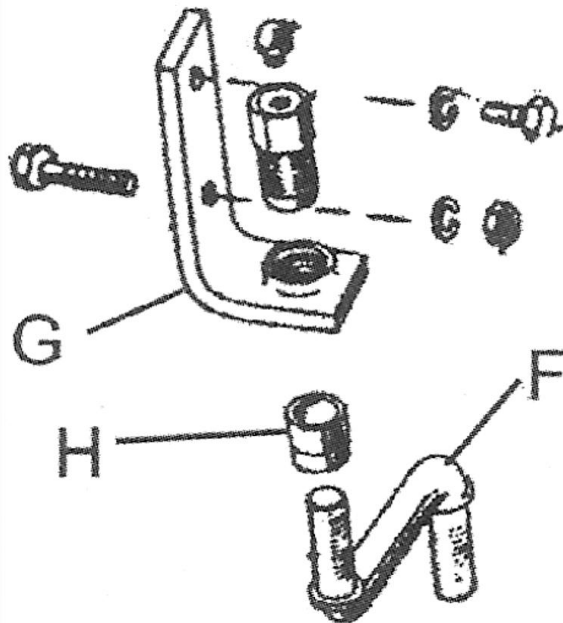
Experts recommend replacing these three bolts with a grade five bolt. This should be done on all 1949-51 Fords with original bolts.



**Grade 5** – Medium carbon steel, quenched and tempered. Minimum yield strength: 81,000 psi.

A Michigan friend, Maurice Cash, replaced these bolts on his 1949-50-51 Fords. All the bottom bolts were rusted on each car and had reduced diameters weakening them. Maurice also recommends checking the idler arm bracket (8A-3551) for stress fractures at the bend and replace if necessary.

## Bracket, Bolts and Washers



Replace the two bolts, nuts and washers that secure it to the frame. My bracket was OK, but I did replace the original bolts with new ones. I replaced all bolts with grade five bolts, new lock washers, and used Loctite on the threads. These are 3/8-inch bolts with course threads and vary in length from 1-inch to 4-4 1/2 inches.

I now have such positive, tight steering that it feels like semi-power steering. It's never been so good.

Keep in mind these cars we're driving are over

50 (now 60. Ed.) years old, at a minimum. One can't be too careful. Remember, these cars aren't like your modern iron. Treat them with respect and they'll take care of you.

*Jim responded to Colin saying the following:*

If I'd seen this earlier, I think I'd have trailed the car home from our lunch stop at the Black Bear Bistro in Warrenton. As it was (ignorance is bliss), Cliff drove me to a car parts store and I bought Visegrips that securely held the steering box to the bracket and frame, and the drive home was uneventful. You may be right about the radial tires creating greater loads on the gearbox, as you could tell it is very difficult to turn the wheel when parking. I have a full set of new bias-ply tires and had planned to put them back on the car when my current radials got more wear on them. Think I'll do that sooner now.

### CELEBRATING 75 YEARS OF 1941 FORD PRODUCTS

From the abyss of producing just a little over 400,000 cars in 1938, Ford Motor Company sales increased steadily in 1939 and 1940 and finally reaching more than 650,000 Fords plus 1,000s more Mercurys, Lincoln Zephyrs and Continentals in 1941. NVRG members own the following 1941 Fords, Mercurys and Lincolns:



Nick Arrington – 1941 Super Deluxe Woodie – Model 11A79B  
9,300 produced



1941 continued on next page  
Nick Arrington - 1941 Pickup – Model 11C-83  
40,096 produced



1941 continued from previous page



Ken Burns – 1941 Super Deluxe Woodie – Model 11A79B  
9,300 produced



Mike Gallahan – 1941 Super Deluxe Coupe – Model 11A77B  
14,115 produced



Ken Burns – 1941 Super Deluxe Woodie – Model 11A79B  
9,300 produced



Mel Herwald – 1941 Mercury Coupe – Model 19A-67  
1,251 produced



Jim Cross – 1941 Super Deluxe Convertible – Model 11A76  
31,589 produced



Jerry Lunt – 1941 Super Deluxe Fordor – Model 11A73B  
67,851 produced



Gary Franklin – 1941 Super Deluxe Coupe Model 11A67B  
6,575 produced



Rick Parker – 1941 Continental Cabriolet – Model 16H-56  
400 produced

1941 continued on next page



Don Pauly – 1941 Continental Coupe – Model H16-57  
850 produced



Rob Pond – 1941 Pickup – Model 11C--83  
40,096 produced



Colin Spang – 1941 Station Wagon – Model C11-ADF  
1,496 produced



Eric Sumner– 1941 Pickup – Model 11C--83  
40,096 produced

We have two additional members with 1941 Fords that I don't have pictures for: Karl Berger – 1941 Super Deluxe Fordor and John Machey – 1941 Super Deluxe Coupe.

**FORD ACCESSORIES**

**Here's a Nice Christmas Present Idea**

*By Cliff Green*



Here we have a comely lass applying lipstick utilizing an accessory 1940 ford vanity mirror. This neat accessory was available for different years and are reproduced today. Would this not be a neat Christmas present for your right hand passenger?

Now let us look carefully at this picture. Notice that the lady has her watch on her right wrist which would indicate she is probably left handed. Now how many would use the non-dominant hand to delicately apply war paint?

What is most interesting is the configuration of the dash. Note the absence of a clock, cigar lighter and throttle knob. Also a portion of the dash panel is visible with square face panel which is neither a Deluxe nor Standard. It is definitely not a Deluxe cluster, thus a two tone dash color would not be appropriate. There is no radio installed, but where is the block off plate? That plate is distinguished by several stainless strips that would be visible in the photo.

There is no evidence of a seat back and the driver's door panel is devoid of door handles and arm rests.

We must conclude that this image was staged in a pre-production vehicle. Nice looking lady never the less, eh?

## YOUR 2017 DUES ARE DUE!!!



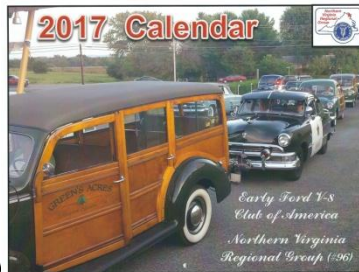
NVRG 2017 dues are payable by December 31<sup>st</sup>  
A great bargain - still only \$15 per year!

It's easy to renew:

- ✚ Send a check made out to "NVRG" to Gay Harrington, Membership Chair, 3080 N. Quincy Street, Arlington, VA 22207 or...
- ✚ Hand her your check/money at our Holiday Gala.
- ✚ **Reminder – late renewal:** if renewing after December 31<sup>st</sup> please add \$5 for late renewal.

Let Gay know if you need to update your membership roster information, i.e. address, email, phone, cell, etc. Also changes in the cars you own. Remember – you must also be current on your National membership dues.

## 2017 NVRG CALENDARS



2017 NVRG Calendars are now **executive calendar** and once again we present 12 completely new calendar cars owned by NVRG members. Great for Christmas gifts or for your very own man cave. Calendars will be available for pick at our November monthly meeting or Holiday Gala (if they last that long). See Cliff Green at the Gala or, order a calendar today by email, mail or phone from Cliff:

- ✚ [cliffgreen@cox.net](mailto:cliffgreen@cox.net)
- ✚ 6214 Militia Ct
- ✚ Fairfax Station, VA 22039
- ✚ 703-426-2662

If paying by check make the check payable to "NVRG."

The calendars still cost only \$15 (you pick up) or 1 @ \$17 or 2 @ \$18 (by mail).

Call Cliff for postage fee if you're ordering more than 2 calendars.

*You are cordially invited to attend the*

***2016 NVRG HOLIDAY GALA***

**Friday, December 9, 2016**

at

**P. J. Skidoos**

9908 Fairfax Boulevard., Fairfax, Virginia

Our celebration begins with cocktails at 6 pm (cash bar)

**Menu Selections**

*A fresh green salad with house dressing, bread, dessert, and tea or coffee included with each dinner entrée*

*Filet Mignon with mushroom peppercorn sauce, red potatoes, & green beans - \$31 per person*

*Fresh broiled Salmon, lemon butter or honey Dijon Glaze, red potatoes, & green beans - \$25 per person*

*Grilled lemon chicken breast with rice pilaf & green beans - \$22 per person*

*Dessert: Chocolate Mousse or Sherbet*

**Please mail your check (payable to NVRG) with entrée and dessert choices not later than Friday, November 25<sup>th</sup> to:**

Joe Freund  
650 Springvale Road  
Great Falls, VA 22066

We look forward to seeing you there with wrapped gifts for the traditional gift exchange.

Don't forget items that the spouses will enjoy!

## Northern Virginia Regional Group Automart



### *Vehicles For Sale*

**1936 FORD 5 Window Coupe.** Same owner past 55 years; last 20 in covered, dry storage. 21 stud LB engine rebuilt in 1985. Extra running '36 engine. \$26,000 OBO. Located in PA. **Mike Gall** 814-619-8193 (11/16)



**1939 FORD Deluxe Convertible:** Folkstone Grey, Total Restoration, Lebaron-Bonney Interior & Top, V8 Dearborn, AACA Junior, Senior, Grand Nationals, Ford National Award 2007, \$67,500, **John Krupinsky**, (410)833-8269, [LAKJAK@comcast.net](mailto:LAKJAK@comcast.net) (07/15)



**1948 Mercury 4-door Sedan.** Rebuilt flathead V-8, frame; brakes, radiator, heater, radio, gas tank redone, bumpers re-chromed. Body needs refinishing. \$7,500.00 Nego. Extra parts and trim available. **Harry Foor** – Western Maryland, 301-689-9184, [hwfoor@verizon.net](mailto:hwfoor@verizon.net) (01/15)

### *Parts and Miscellaneous For Sale*

**1953 Lincoln Capri Convertible and Coupe** – lots of parts. Call for more info. **Mike Gall** 814-619-8193 (11/16)



**Misc Lincoln Parts.** Ford script Metalbestos 24 stud head gaskets, \$25/pr.; '41 Continental horns, nice, \$150. May fit other years too; Pair of bumper tips and 2 guards for front, re-plateable, all \$25; '48 Merc owners manual, \$12; Vintage PYRO plastic '48 Lincoln Continental model kit, NIB, \$8. **Dave Henderson**, 703-938-8954 (9/16)



**Antique Farmall Cub Tractor.** includes following implements: Belly Mower; Single Blade Moldboard Plow; Front Snowplow; Sickle bar mower. Has working hydraulic lift and PTO. Runs nice – needs paint & tires. Would make a great tractor for parades, etc. The implements need to be cleaned and serviced in order to make them operable. Asking \$1950.00 – contact me for pics and more



info. **Al Edwards** Front Royal, VA, 703-408-8372, [AlFromVA@aol.com](mailto:AlFromVA@aol.com) (11/16)



**Four 1952 F-1 hubcaps.** Fair condition, stainless good, minor dents, rust inside. Believe they are also correct for '48-54 pickups. \$25 for all four. **Pair of 1949-51 three-rib fender skirts.** Very good condition. Freshly painted gloss black and on my '51 until mid-1990s. \$100 for set. **1949-50 chrome fog light set.** Reproduction. Never installed or used. New condition, no blemishes. Includes set of clear and amber 6-V sealed beam fog lights, wiring, switch and bracket, and instructions. \$125. **"Universal" Turn Signal & Hazard Warning Switch.** Chrome, heavy duty, 7-wire harness, 2 green pilot lights for turn, 1 red pilot light for hazard. In-line fuse and installation instructions. Bought for my '52 F-1. NIB, never installed. \$20. Photos upon request. **Jim McDaniel**, [174shark4@gmail.com](mailto:174shark4@gmail.com) (C) 202-409-4459 (8/16)



**49-53 Ford & Mercury Engine Parts:** Nearly all parts available: Heads, manifolds, crankshafts, rods, camshafts & valve parts, oil pans & oil filter housings, front covers, water pumps, bellhousings, ignition, etc. No Mercury crankshafts or oil pans. Dirt cheap! **John Ryan**, 301-469-7328, [john@ryanweb.com](mailto:john@ryanweb.com) (07/16)



**8BA Radiator:** Used original Ford radiator marked 8BA, will fit 49 -53, but is concours correct for 49 – 50 and some early 51 Fords. No major issues apparent but probably should be tested by a radiator shop. \$50, gladly refunded if shop test reveals a terminal illness. **John Ryan**, 301-469-7328, [john@ryanweb.com](mailto:john@ryanweb.com) (07/16)



**32 – 39 Ford Transmission.** All new (NOS Ford) internal parts (gears, shafts, bearings, etc.) and clutch release parts (shaft, fork and arm). Late 36 style gearset (all helical gears, 16 spline mainshaft

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for sliding gear) in a late pickup case (1946 top loader). With 35-38 clutch release arm (48-7511). No top, but can get one if needed. Will sell complete gearset without the case (i.e. if you want to install these gears in your case). Will not sell gears separately. **John Ryan**, [john@ryanweb.com](mailto:john@ryanweb.com) 301-469-7328. (6/16)



**Red's Flathead Engine Stand.** **Steve Groves** – 301-530-7411 before 9:00 pm. (06/16)



**1953 Ford Parts:** 1953 Ford Parts: Hood (no dents) \$150, Rear Bumper \$40, Starter \$50, Two Generators \$40 ea., Misc. SS Body Trim \$15, WSWasher Glass Bottle & Brkt. \$50, R&L OS Door Handles \$20 ea, Two tail lights complete \$25 ea., Front Brake linings (new) \$20, Fan and Brkt. \$30, Two fuel pumps \$15 ea., 2 Frt. Brake Cyl NOS \$15 ea, 4 Shocks (used) F&R: offer, 239 Motor Complete (EAB) \$900, Inside Door & Window Handles \$15 ea. Many small parts. Prices negotiable. **Jim Tallant**, [301-843-0955](tel:301-843-0955). (04/16)



**House.** All brick one level living. 4 car garage, with panned floor for lift and 11 foot ceiling. 4 bdrm, 3 bath, super kitchen, 1200 ft unfinished storage in walk out lower level. 10 acres with room and sites for additional structures. Really, REALLY private. What is an HOA? I dunno. Do what you want, no neighbors in sight. **Russ Brown** 540 349-0989 [dogbanner@gmail.com](mailto:dogbanner@gmail.com). (04/16)



**Tools** - 6 piece hand tool kit with pouch for your exact year/month EV-8, with "B" tip screwdriver, tire iron, jack, jack handle, grease gun, and pump optional with purchase, as available. **Dave Henderson**. [jrdshen@verizon.net](mailto:jrdshen@verizon.net) or 703-938-8954 (02/16)



**Bumper type tow bar**, \$50. ½" drive air impact wrench, \$10. ¾" air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, [wsb39@cox.net](mailto:wsb39@cox.net), 703-679-9462 (09/14)



**1934 Parts:** 40 year collection. 3x21 stud motors; 1 recored 33-34 radiator (never used); many 33-39 transmission gears (some NOS); 1 complete 33-35 transmission ready to use; 34 block motor mounts, door locks and ignition parts; generators; starters; water pumps; carbs; 34 oil pan; intake and exhaust manifolds; steel cylinder heads; NOS cams; new

valves; crankshaft pulleys; 34 steering gear rebuild kit with new shaft and bearings; 34 and 40 brake drums and backing plates; 34 and 40 spindles; distributor parts; many small rubber and metal parts; 34 Ford bolt collection for rebuilding a car.

**Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407 – 540-847-3363 (updated 06/16)

### *Wanted*

**Inside Window Molding** for 1934 Ford 5 Window Coupe – **Ray Lambert** 703-595-9834 (12/16)



**13 Tooth Main Gear Head** that drives the distributor used only in 1954 and 1955 Y-Block engines. Need just the end of shaft Gear with 13 teeth or the complete distributor. **Leo Cummings** cell: 571-212-7747 (C) or [rpmlhc@aol.com](mailto:rpmlhc@aol.com) (09/16)



**DC 1932 license plate.** Any condition. Looking for a "wall hanger" to complete a mine project for my wall. **Jim Rodda**. [jrodda1932@gmail.com](mailto:jrodda1932@gmail.com) (8/16)



**For 1940 Ford** – split core 1940 Ford radiator – **Bill Chaney**, [flihi@cablefirst.net](mailto:flihi@cablefirst.net) or 804-776-7597 (12/14)



**'40 Ford Oil Bath Air Filter** – Thanks in advance. **Nick Arrington** [nta1153@verizon.net](mailto:nta1153@verizon.net) or 703-966-8422 (01/16)



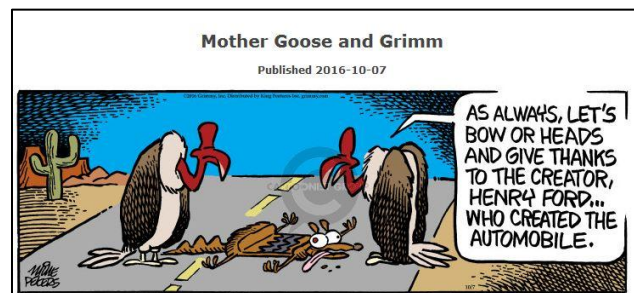
**For 1940 Ford** – heater switch for hot water heater. – **Bill Chaney**, [flihi@cablefirst.net](mailto:flihi@cablefirst.net) or 804-776-7597 (12/14)



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



**Driver quality 35-36 Pickup:** Contact Nick Arrington – [nta1153@verizon.net](mailto:nta1153@verizon.net) or 703-966-8422 (01/15)





# NVRG Calendar



<u>December 2016</u>	
9	<b>Last Call – Holiday Gala</b> at P.J. Skidoo’s in Fairfax. Festivities begin at 6:00 PM with a social hour followed by dinner and the traditional gift exchange. Don’t forget to bring gift that our spouses will enjoy. <b>Nota bene</b> – this year’s Gala is being held on a Friday. See page 20 for more info.
14	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30 AM. <b>Questions?</b> Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
25	<b>MERRY CHRISTMAS</b>
27	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
27	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>January 2017</u>	
1	<b>HAPPY NEW YEAR</b>
10	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Fords Down Under: Dave Gunnarson – TBD – <b>Refreshments:</b> Howard Wiles
11	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30 AM. <b>Questions?</b> Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
31	<b>NVRG Board of Directors Meeting</b> – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
31	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>February 2017</u>	
8	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Ford Parts & Maintenance Manuals: Dave Gunnarson & Ken Burns – TBD – <b>Refreshments:</b> Clem Clement
9	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30 AM. <b>Questions?</b> Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
28	<b>NVRG Board of Directors Meeting</b> – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
28	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

<u>Down the Road</u>	
	<p style="text-align: center;"><b>Our Partial 2017 Tentative Calendar</b></p> <ul style="list-style-type: none"> <li>✚ April – NVRG Annual Poker Run</li> <li>✚ May – NVRG/City of Fairfax Antique Car Show</li> <li>✚ June 7-11 NVRG Hosts the 2017 Eastern Nation Meet</li> <li>✚ June 13 – Ice Cream Social</li> <li>✚ August 26 – NVRG Annual Picnic at the Freund’s</li> <li>✚ September – NVRG Annual Drive-In Movie Night</li> <li>✚ October – NVRG Annual Fall Tour</li> </ul>

*Celebrating 75 Years of the 1941 Ford*



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