



www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

Volume XXXIX, No. 6

June 2017

Ken Burns - Editor

FAIRFAX 2017

OUR TWENTIETH ANNUAL CITY OF FAIRFAX CAR SHOW

By Dave Westrate



It is hard to believe that this event has been held for twenty years. Hats off to member Tom Shaw who had the vision to create it. In the first few years the show was held in a parking lot a few blocks away from City Hall . The new Fairfax County Court House was built on the lot and the show was moved to the current Fairfax City Hall location on Armstrong Street location.



Show Founder Tom Shaw's 1953 Fordor Customline



Current show Chairman Dave Westrate's 1939 Standard Woodie

Up Front with the President



June 2017

I've asked Bill Simons, our 2017 Eastern National Meet Co-Chairman, to say a few final words about the Meet before we plunge into it next week. I'm looking forward to seeing all of you there.

Best Regards,

Joe

LAST CALL!!!



THE 2017 EASTERN NATIONAL MEET

JUNE 7-11, 2017 AT THE WESTFIELDS MARRIOTT

THERE IS STILL TIME TO REGISTER!

After 19 months of planning the 2017 Eastern National Meet is finally here! If you haven't signed up yet, I have good news. There is still time. Just go to enm2017.cornerstonereg.com and complete the paperwork online. This is a rare opportunity to see what goes on at a national meet right here in our home community. There is a great flea market, unique and interesting tours, great meals, over 130 Ford, Lincoln and Mercury cars, and most important of all, great friends from across the country who love these old Fords as we do.

WHY NOT JOIN US? THERE IS STILL TIME!

Best Regards,

Bill

2017 NVRG Officers & Terms	2017 Directors & Terms	Committee Members
President – Joe Freund (2016-17)	Membership – Gay Harrington (2016-17)	Fairfax Show – Dave Westrate
Vice President – Bill Simons (2016-17)	Programs Lead – Dave Gunnarson (2017-18)	Programs Member – John Sweet
Secretary – John Ryan (2017-18)	Webmaster – Cliff Green (2016-17)	Tours Chair – Hank Dubois
Treasurer – Wayne Chadderton (2017-18)	Valve Clatter – Ken Burns (2016-17)	Tour Member – Art Zimmerli
	Sunshine – Keith Randall (2017-18)	Property & Refreshment – Mark Luposello
	Past President – Jim McDaniel (2016-17)	At Large – Andy Koerner
		At-Large – Jim LaBaugh

FFX continued from front page

The weather was nice and cool and as usual we had a lovely variety of cars show up. The Best in Show, a pink '57 Ford Thunderbird, was parked next to a barn find 1953 Chevrolet with lots of patina.



That match up fit perfectly with the cookie offering of the team of young adults from Cameron's Coffee & Chocolates. They had prepared special cookies with the Chevy logo and Ford V8 logo for our enjoyment. This is the second year that this team of young adults with special needs has come to the show to market their products.

Cameron's Coffee & Chocolates

703.278.2627
9639 FAIRFAX BOULEVARD
FAIRFAX, VA 22031



One show car had the rear brakes lock up in the middle of the street. No problem, Dave Gunnarson went to Cliff Green's house and got a floor jack so we could move it out of the way and when the show was over it had to be towed away for repairs.



Cliff had the Mother of All Jacks at the May Meeting. L-R: Chris Findley, Howard Wiles, Ed Mascali, Dave Westrate, and Andy Koerner.

Once again we had two antique Fairfax County police cars and a seized BMW with a police department paint job as well.



As usual everyone enjoyed the Model T take apart car, the Hylton High School engine take apart and reassemble demonstration, and the Fire Department educational smoke trailer which teaches how to escape a burning building.



[Black Wolf Automotive Specialties](#) had an educational presentation on the restoration of Jim Gray's 1970 Datsun 240Z and a team from Quartet, a 62 and over community, supported the show with their presentation as well.



Jim took home the Best of the 70s with his 240Z.

Food was provided by the Knights of Columbus and music by Andrew Acosta and Friends as they have for many years.

A special thanks goes to Gay Harrington for

managing the registration process and Cliff Green for managing all of the trophies, while Bill Simons presented the trophies. They all do a lot of work.



Bill Simons, Billy Selley, Gay Harrington, Jane and Wayne Chadderton, Leo Cummings and Cliff Green pose with Gay's "Budster" in the background.

We were happy to be joined by the new Mayor of Fairfax City, David Meyer and our reliable friend Council Member Jeff Greenfield who presented the Mayors Choice and Best in Show awards. Joanna Ormesher, Executive Director of Fairfax Spotlight on the Arts selected the Best in Show this year in the absence of Vern Parker who was out of town. Joanna has supported this show for many years and we owe her a special thank you. Everyone had a great time and we thank all the club members who helped with this event once again.



We didn't have any trophy sponsors for our first few shows. Look at all the sponsors we have now that contribute greatly to the success of our show.



NVRG member Tommy Harper brought his beautiful 1935 Standard Tudor all the way from Roanoke and took the Best Ford trophy home with him. Great to have Tommy with us.



Ed Mascali liked John Kolb's 1956 Corvette with the appropriate fender apron. The 'Vette took home the Best Sports Car trophy.



What's with all the red vehicles? NVRG member Chris Findley brought out his 'chopped '34 Street Rod.



Red again! This time Leo Cummings' 1955 pickup which took home the Best Commercial trophy.



Sort of red. NVRG member Phil Murray's '39 Standard Coupe has a modified Flathead



Best of Show
1957 Ford T-Bird
Susan & Eric Thorsen
Camper's Trophy & Awards



Mayor's Choice
1933 Twelve Packard Coupe Roadster
Scott Leaf
Camper's Trophy & Awards



People's Choice
1933 Packard Sedan
Hal Hermann
Camper's Trophy & Awards

Best Early Car
 Best Model A
 Best of the 30s
 Best of the 40s
 Best of the 50s
 Best of the 60s
 Best of the 70s

Personal Touch Jewelers
 I.O. Gestalt, Inc.
 Bill Worsham – State Farm Insurance
 Printing Ideas
 Cameron's Coffee & Chocolate
 Old Firehouse Restaurant and Bar
 Weber Tire

Nat'l Capital "Take-Apart" Model T
 1930 Fordor John - Dougherty
 1939 Ford Woodie - Dave Westrate
 1940 Packard - Paul Delaney
 1957 T-Bird - Bob Hardig
 1967 Camero - John Croft
 1970 Datsun 240Z - Jim Gray

Best of the 80s
 Best Hot Rod
 Best Commercial
 Best Import
 Best Ford
 Best GM
 Best MoPar

Fairfax Auto Parts
 Sterling Hot Rods
 Fairfax Towing
 Business Investment Group
 Hard Times Café, Fairfax
 Twins Ace Hardware, Fairfax
 Safford Automotive Group

1981 Corvette - Olin Simmons
 1956 Ford - Mike Miller
 1955 Ford Pick-Up - Leo Cummings
 1972 Jaguar XJ-6 - John Otte
 1935 Ford Tudor - Tommy Harper
 1967 Old 88 - Larry Bradford
 1946 Plymouth - Sean Gagnon

Best Orphan
 Best Paint
 Best Engine
 Best Interior
 Best Sedan
 Best Convertible
 Best Sports Car

Foster Management
 Quality Auto Body, LLC
 Business Benefits Group
 Reliable Property Management
 Rust Insurance
 Black Wolf Automotive Specialties
 Quartet Fair Ridge

1968 Olds 442 - Black Wolf Auto
 1964 Ford Pick-Up - Marcus Smith
 1976 Vega Cosworth - Sean Seokane
 1933 Packard - Scott Leaf
 1940 Ford Fordor - Andy Koerner
 1966 T-Bird - Gary Miller
 1956 Corvette - John Kolb



Mike Cumberland's red '67 Charger



Eric Sumner's Dynamic Maroon '46 Tudor



Jim Gray's red and black 1930 Model A



Jim McDaniel's black & white '51 Cruiser



Mike Gallahan's Lock Haven Green '41 Coupe



Jerry Lunt's Florentine Blue '41 Fordor

MAY MEETING PROGRAM

The NVRG Version of Tales from the Vienna Woods

By Jim LaBaugh

The action at this month's meeting began in the parking lot at the Hunter House in Vienna, where Cliff Green displayed his restoration of a 1924 Walker Roll-A-Car Number 740 5-ton floor jack.

This mechanical jack was in Rouge condition when it found its way to Cliff through the person who takes care of his septic system. Cliff took it apart, blasted to bare metal, primed and painted, then reassembled and lubricated it. He also clear-coated the bolt heads to ward off rust. It was very interesting to see Cliff demonstrate how it worked, with a ratchet-system that provided the lift. The turn of a lever allowed for descent in a rapid motion.



A crowd gathered to checkout Cliff's Walker Roll-A-Car jack.

Once inside, following the consumption of refreshments provided by Andy Koerner, the program continued with Dave Westrate's discussion of the distributor taken off his 1939 Deluxe Station Wagon. One of the springs in the distributor was broken and passed around for all to view. Also, Dave passed around the On-Off switch from the same car. It is not working and Dave was seeking advice on repairing it.

Hank Dubois was next. He is in the process of rebuilding the engine for his 1935 Cabriolet, working with Schwalm's Babbitted Bearings in Strasburg, PA. The main bearings in the Flathead V8s were poured (babbit) prior to mid model year 1936 when they were replaced by the removable insert type. In Hank's original engine the babbits were cracking so needed to be replaced. Hank was able to find original cadmium babbit bearings in the original Ford box on Ebay.

These need to be fitted very precisely as tolerance relative to the rod insert is a 4,000th, and a 10,000th otherwise. The bearing in the box was passed around with care to avoid damage to the

bearing Hank entrusted to public view. Gravity is not always a friend of the restorer.



Andy Koerner continued the proceedings with the display of a 3 carburetor intake manifold, including Holley carburetors with the original glass bowls. Putting this manifold on a 6-cylinder flathead engine was a favorite of hot-rodders in the mid 1950's. Ford produced a 6-cylinder engine from 1914 to 1916, but stopped because the torque from the engine caused rear-end failures. The torque of the 6-cylinder flathead, however, was a desired feature, particularly in drag races where those engines were faster off the line. The 6-cylinder flathead also was used in World War 2 era jeeps and trucks produced by Ford.

Andy also displayed a new old stock aluminum head with fins for the flathead 6. The fins were added to aid with cooling. These heads originally were intended for marine engines to help keep water away from the spark plugs. Years ago, one of Andy's sons was going to school in Wyoming. There he found a 1950 Ford Tudor with a 6 cylinder flathead engine that Andy and his son drove back from Wyoming. The 3 carburetor intake manifold and the aluminum head would be nice additions to the Tudor.

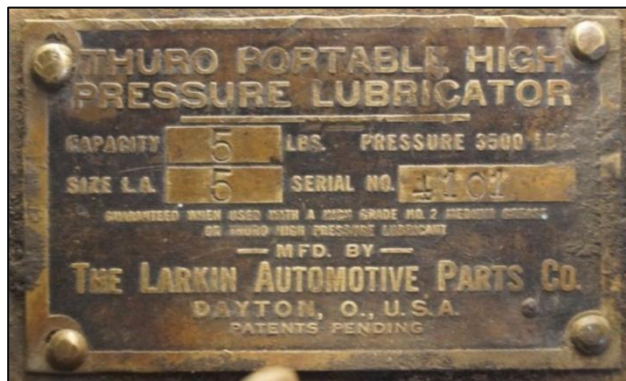


Another one of Andy's sons lives in Charlotte, NC. Charlotte was the location of a large Ford assembly plant that produced both the Model T and the Model A. Ford closed it in 1932. Rite-Aid purchased the plant for use as a warehouse, but it recently was sold. Part of the sale included the wooden floor blocks that were the factory floor when used as the Ford assembly plant. Andy displayed one of those wooden floor blocks wrapped in plastic - it had the patina from all those years of assembly - some from lubricants and oils.

Cliff Green made use of a distributor shell to construct a night light, complete with filament-bulb and resistor, all mounted in a walnut and maple wood display with the Early Ford V8 symbol prominent above the naked bulb. Cliff turned the light on and demonstrated the variable light intensity possible in his creation. It will be part of the auction room at the club's Eastern National Meet in early June. Don't forget to register and come to the Meet and take a chance on winning this prize.



Joe Freund had the last word of the show and tell with his tale of finding a Thuro High-Pressure Lubricator in the basement of a building in Westchester Square in the Bronx. This interesting hand pump could produce 3,500 lbs of pressure. It certainly was an interesting item, complete with wooden carrying case. This metal device had a definite art-deco look. In response to Joe's question of for what it might have been used the crowd provided several guesses, but as of this writing remains a mystery.



Editor's note: From a cursory Google search it appears that beginning in the early 1920s Larkin Automotive Group specialized in the manufacture of various "grease guns." They ranged in size from what NVRG members might typically have in their shop to larger, higher pressure pumps such as the one Joe displayed. Larkin's promotional material emphasized the quality and strength of their snap couplings and flexible metal hoses. If you can generate 3,500 PSI you definitely need a snap coupling that won't pop off the nipple.

So concluded another in the club's annual series of Show and Tell programs. At the end thanks were given to all of the contributors, and to Andy Koerner for providing the refreshments.

TRUCKS ON THE MEND

Working My Way into My Jail(bar)

By Milford Sprecher

I am fairly new to early Ford V-8s, but I jumped in head first when I bought two cars in one transaction. There is a little bit of a story there that I won't share this time, but let's just say that the opportunity presented itself and I lost my head a little. One of the V-8s I ended up with was a 1945 ½ ton pickup, one of the Jailbar variety.



Milford's 1945 half ton Pickup.

When I was in high school, I knew a guy who had a '47 that he had put a later V-8 in. That was probably the only Jailbar I had any familiarity with. The Jailbar won't win any beauty contests, but it has a

homely attractiveness that I've become fond of.

This one was nicely restored and looked and ran great. I should have looked a little closer, as there were some issues that I did not pick up on at first. I foolishly didn't have a more knowledgeable friend go with me to look at it when I bought it, but these things happen when it is love at first sight.

One of the attractions is that it is a '45. Commercial truck production started in February of 1945, according to one source. The owner's manual in my truck has a May 1945 date on it. I have not tried to figure out the build date on it, but I hope to do that before long.

The first problem that presented itself was a generator that always showed a slight discharge. After monkeying around with the generator for awhile without a fix, I finally took Tom Terko's advice and ordered a new engine and cab wiring harness from Tyree Harris. Tyree is a wonderful guy to deal with, so if you need any old Ford wiring, I recommend him highly.

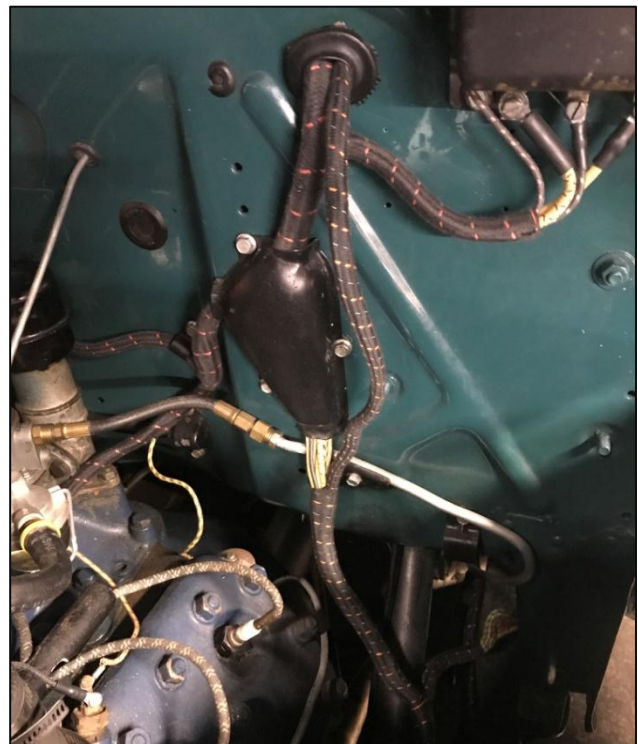
I have a basic understanding of electricity, but had never tackled a rewiring. One thing I have learned is that if the wiring has been monkeyed with by a previous owner, you should expect a problem. My truck had turn signals, an electric windshield wiper and a heater fan added. My wipers worked intermittently and the turn signals were iffy, at best. In spite of some recommendations to take the old harness out and put the new one in, I decided to use the "take one wire off and replace it with a new one" approach, starting under the hood and working my way back to the cab and dash. That worked fairly well, although some of the wires I connected to were not quite right, as you couldn't tell what the original color scheme was or it had been replaced. Nevertheless, I got it done in two segments, taking maybe three hours all told.

I opted not to reconnect the wiper or heater wiring to make sure that I got all the original items properly connected. Tom Terko came over and we checked things out and got the truck started. Most everything was working as it should and the generator was charging properly. Tom then took me to task for not replacing the headlight and taillight wiring. My answer was, "one thing at a time." I knew he was right, so I placed an order with Tyree to replace those, too, with turn signals integrated. He suggested that I get a new turn signal switch, so I went along, even though I liked the retro look of my existing turn signal switch. Tyree had to make up

harnesses with the turn signals integrated. Replacing those was fairly straightforward, with some head scratching and referring to the original wiring diagram. Tyree's wires come with great diagrams, too.



Remove this rat's nest and...



end up with this.

I was rewarded with all lights working as they were supposed to. I had to order a new wire for the high beam indicator. The new one did not look like the old one, but I was able to get it into place and with the new headlight wires, it worked like it was supposed to. My horn is not working, but that shouldn't be hard to fix.

While Tom was over, we took a look at the front end. It had been clunking and rattling over bumps. With one person turning the steering wheel and the other under the truck, it was apparent that I needed a new drag link and front spring shackles. That project will be part two of this story.

Fixin' Clem's Ole Truck – The Saga Continues 5/5/17

By Clem Clement

What a great day we had fixin my '39 truck. Thanks so much guys for the hard work and the super camaraderie. Team members included Cliff Green, Bill Shelley, John Ryan, Benny Leonard, me and Ms. Sandy provided the sticky buns, pizza and adult super vision.

In sum, we finished tranny assembly, being stunned that one of Carpenter's/ tranny gaskets did not fit. (Designer forgot space for the front bearing lock ring). We used one from Van Pelt.



Doctors Selley, Ryan and Green are about to close up the patient.



Then the tranny was installed and secured. The rear end was move in and aligned up as I slathered c Cornhead grease all over the uni. I did manage to get the green stuff everywhere.



John Ryan reports that there seems to be increased gravity under the truck.



Hanging the rear spring in the shackles proved a challenge. The spring spreader was cranked tight, yet we needed more spread. We used the weight of the truck plus my dainty poundage to slip the shackles on. (I had some fine 4 inch shackles but could not find them.) We will have to visit the shackles again some time.

Shackles are now in place, so next step is final lash-up of the clam shell, more green goo and further attachment of loose stuff. Oh and be impressed as I have a chromed 1940 shift lever in place...

SitRep as of 5/11/17

Fired up the truck this evening. Kinda exciting as :

- ✚ I did not have an accelerator pedal (haven't found it as yet.)
- ✚ No brakes but ok as it is jacked up. There were 6-8 jacks under the car. Some working, some not. No sign of safety.
- ✚ Noise from first and second gear, but not bad. third quiet.
- ✚ Clutch quiet.

- ✚ Uni grumbling, but I have not pumped the uni full of Cornhead goo yet.
 - ✚ Engine smoked some from being dormant.
 - ✚ Engine fussed as one water pump was frozen. Finally cleared up with a roar of the fan.
 - ✚ Lots of parts to add on and adjust yet.
 - ✚ Clamshell was a bear to assemble. Top 2 bolts easy. then affix the 2 ears loosely. Then comes the challenge. 3 or 4 days trying and I figured it out. The passenger side is easier. Use a 9/16" socket with two nuts inside. This setup allows the bolt head to be pushed forward. From underneath the nut can be started. The driver's side requires alcy to get the nut started
- All in all a thrill to hear a eV-8 fire up again

Thanks again all,
Clem

EMAIL BAG

1936 Ute Roadster Update

By Leo Bester

[Tasmania Australia](#)

Hi,

I am the fella restoring the rough 1936 ford Roadster Ute. It was featured in one of your news letters. Just wondering if you would like a few photos and comments on how its going.

Cheers,

Leo

Editor's note: NVRG and V-8 Times contributor Trevor Poulsen first brought the existence of this rare and unique vehicle to our attention back in early 2013 (Valve Clatter, [January 2013](#), page 6).

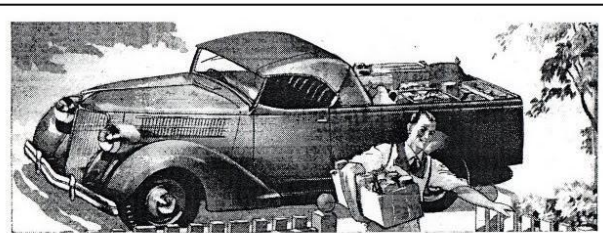
Leo sent us these pictures. I mentioned in the earlier Valve Clatter article that saving this rare and unique vehicle wasn't for the faint-of-heart.



As first seen in the 2013 Valve Clatter article.



Lots of progress and lots more to go.



"Our V-8 Utility makes more deliveries per day"

THE smart appearance of the Ford V-8 Utility is an asset in any business. And because of the exclusive advantages of its design it is a real profit-builder. Praising the economy of his V-8 Utility a N.S.W. store-keeper writes: "We have had absolutely trouble-free running and find our V-8 Utility makes more deliveries per day than an ordinary vehicle because its quick get-away cuts down time between stops." This handsome, hard-working V-8 Utility gives you the double saving of efficient, dependable power and economical operation. Now is the time to buy—for a limited period your Ford dealer is offering special terms or allowances.

A BRITISH EMPIRE PRODUCT



FORD V-8 UTILITIES

Metropolitan Distributors: **COSSEY MOTORS PTY. LTD.** 302 Adelaide Street, Brisbane.

Back in the day...



With car-like styling, it was just the thing for a trip to town, the markets or even church. Many farmers could only afford one vehicle, so the utility was the perfect all-rounder

and someday!



Early Ford V8 Club

Conference Call Summary
May 20, 2017

The phone meeting began at 11 a.m. eastern time (and lasted a bit over 4 hours).

Here are some of the items discussed:

- The board granted the 2018 Grand National Committee permission to advertise information about next year's Dearborn meet in the V8 Times and other venues.
- We discussed this year's budget and looked at book sales and online inventory.
- Check the national website for information concerning the 2017 Eastern Meet, the 2017 Scandinavian Meet, the 2017 Western Meet, the 2018 Australian V8 Nationals, the 2018 Montana National Tour plus other events.
- Lots of discussion on the club survey that was mailed out. The biggest request was to make the meets more family oriented (example - a weekend event instead of a weeklong to accommodate those working).
- Still trying to finish the 1949-1951 Mercury book. Hope to finish it this year.
- The Flathead Engine book is nearing completion.
- The committee lists are out for the Grand National Meet in Dearborn, Michigan in 2018.
- Only one meet has been scheduled for 2019 – the Central Meet in Auburn, Indiana on August 24-27 at the Ford Foundation museum grounds.
- The website contest will be held again this year with awards for the top three sites. Regional groups are encouraged to keep their websites up to date. All regional groups were checked last year in the website contest.

Dave Collette
Mid Atlantic Director

From the Front Lines to the Home Front: Oatlands and World War II

Saturday, July 15 – 10 a.m. to 5 p.m.
Sunday, July 16 – 11 a.m. to 3 p.m.

Oatlands Historic House and Gardens
20850 Oatlands Plantation Lane, Leesburg, VA 20175
www.Oatlands.org 703-777-3174 ext. 103

From the Front Lines to the Home Front commemorates our country's World War I and World War II experiences with a focus on Loudoun County and Oatlands. Both wars had an impact on every American, from rationing to victory gardens to knowing someone who served. The Eustis family at Oatlands and the surrounding community sent young men to serve and experienced tragedy with the loss of loved ones.



**Visit Oatlands for a
World War I and
World War II
Experience!**



Living History Interpreters and Re-enactors
Oral History Recording Program
Military Vehicles, Weapons Carrier and Jeep Rides
Vintage Cars
Exhibitors and organizations supporting all veterans
Service Dogs
World War II Singing Performances and Patriotic Songs
Activities for children

Food and Beverages available for purchase

Admission: \$20 per family; \$10 per individual

Breaking News! Huge Raffle Announced

Bob Malley of Rochester, NY, recently donated an original 1939 Mercury Fordor to the Foundation Museum to be used as a raffle car. Bob is past President and a current Trustee of the Foundation Museum.

This beautiful Rouge 1939 Mercury Town Sedan will be raffled off to raise money for the planned expansion of the Foundation Museum in Auburn, Indiana.

The drawing will be held October 6, 2017 DURING the Hershey Swap Meet. Dennis Carpenter has generously given us use of CT and CU 72, which is right near his big tent. Because of a change to the Indiana Gaming rules, the drawing has to take place in Auburn. But we will be on the phone while the drawing takes place and will announce and post the winners at our spot in Hershey. There are actually THREE prizes: The Grand Prize of the '39 Mercury OR \$10,000; 2nd Prize of \$3,000 cash and 3rd Prize of \$1,000.

WIN THIS CAR



1939 Mercury Fordor • 45,000 Miles • Meticulously Maintained • Has Original Ford Script Spare
Smooth Running 95 HP Flathead V-8 • Great Family Touring Car • Winner has Choice of Car or \$10,000
2nd Prize: \$3,000 Cash • 3rd Prize: \$1,000 Cash • Drawing Oct. 6, 2017 • Need not be present to win

Tickets \$10 each

License # 142172

This link <http://fordv8foundation.org/39merc.html> will take you to the Foundation Museum website raffle info, as well as a ticket order form that can be used if you want to purchase tickets using a check. Please note that we can take DEBIT CARDS but NOT Credit Cards for raffles in Indiana.



2017 Eastern National Meet

June 7-11

Chantilly, Virginia

Hosted by the Northern Virginia Regional Group #96

- **Welcome Party**
- **Tour Manassas National Battlefield**
- **Tour Smithsonian National Air & Space Museum's Annex**
 - **Concourse**
 - **Ladies Luncheon**
 - **BBQ Dinner & Tour Cross Farm**
- **Tour Historic Virginia Country Homes**
- **Tour Arlington National Cemetery**
- **Tour Smithsonian Museums on the National Mall**
 - **Awards Banquet**

For further information contact Co-Chair
Bill Simons at (202 776-5030 or bsimons@rustinsurance.com)
Registration Package fro the 2017 ENM available at:
<http://enm2017.cornerstonereg.com/>
Also: <http://www.earlyfordv8.org/>



Vehicles For Sale



1953 Ford Pickup. According to Dick Shafer: Very nice 1953 Ford Pickup truck with flathead V-8. I think Josh wants around \$20 K for it. Contact Josh at josh6220@gmail.com (6/17)



1939 Ford Convertible Sedan. Only 20,242 original miles. The original owner, a prominent Washington, DC architect, received the car as a graduation gift in 1939. Black and in original unrestored condition; one repaint about 40 or more years ago. Original leather upholstery looks pristine, hard to believe that it's almost 80 years old. For most of it's life, the car was properly maintained by the late Al Dunham, proprietor of Dunham's Garage in Potomac, MD. Asking \$50K or best offer. Contact Myrta Peyton (c) 240-876-3989 (h) 301-299-8024



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)

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)



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 (11/16)



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 (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 (07/16)



8BA Radiator: Used original Ford radiator marked 8BA, will fit 49 -53, but is concourse 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 (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 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 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)



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 Hender-son**. jrdshen@verizon.net or 703-938-8954 (02/16)



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

1937 Ford. Right front fender. **Norm Heathcoat**, vvomllc@hotmail.com or 410-227-2040 (6/17)



1933 Ford Crank Extension – Part # 17049 – not sure of the prefix but needs to be approximately 18" long. Also need the handle which doubles as a lug wrench. Ray Lambert, mp5ford@hotmail.com or 703-491-4471 (05/17)



1940 Ford Brake Drums. I am looking for good, lightly used or NOS drums, that I can put to use. I know somebody has some lying around. Thanks. **Mark Luposello**, drspdracer@gmail.com or 703-399-0999 (4/17)



Model A Pickup Bed: Any leads appreciated. Contact Nick Arrington – nta1153@verizon.net or 703-966-8422 (02/17)



For 1939 Ford: 2 axle shafts, left axle housing, radius rods, driveshaft and torque tube. **Mel Herwald** 540-925-2222 or mherwald@mgwnet.com 01/17



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



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



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



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



For 1940 Ford – heater switch for hot water heater. – **Bill Chaney**, 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 (07/14)






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



NVRG Calendar



<u>June</u>	
7-11	NVRG Hosts the 2017 Eastern Nation Meet
14	PLEASE NOTE: THIS MONTH'S MEETING WILL BE HELD ON A WEDNESDAY DUE. Membership Meeting – 7:00 pm – Nottaway Park – Program: “Live Another Day” video and our 2017 Eastern National Meet in Review – Refreshments: David Blum
14	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
18	Sully Plantation Father’s Day Show – a great three generation event for the whole family. Let’s meet in the shade of the giant oaks near the kitchen for camaraderie and a picnic. Download application form . See you there!
27	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>July</u>	
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: Stainless steel repair and polishing – Thetan Ogle – Refreshments: Gay Harrington
12	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
15/16	WWII Living History Display at Oatlands Plantation – see page 12 for details. Questions? Contact Hank Dubois
25	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>August</u>	
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ice Cream Social and Model Car display – All members – Refreshments: Dave and Sarah Gunnarson
9	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
26	NVRG Annual Picnic at the Freund’s
29	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
29	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

<u>Down the Road</u>	
	<ul style="list-style-type: none">  September – NVRG Annual Drive-In Movie Night  October – NVRG Annual Fall Tour

Celebrating 75 Years of 1942 Ford Trucks



FIRST CLASS MAIL

**Regional Group 96
Early Ford V8 Club
Post Office Box 1195
Vienna, Virginia, 2218**