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# Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96  
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December 2017

Ken Burns - Editor

# Memorial Fall Tour

## And More Phenomenal Weather!

By Ken Burns – photos by Gay Harrington and Cliff Green



Gathered on the patio for social hour before dinner in the Miller Grille at the Shenvalee Golf Resort in New Market are Kathy Cummings, Susan Randall, Bill Simons, Char and Jim McDaniel, Ken and Helen Burns, Steve Pieper, Keith Randall, Leo Cummings, Hank and Cindy Dubois, Gay Harrington, Sandra and Cliff Green and Wendy Pieper.

Our Memorial Fall Tour on October 20<sup>th</sup> – 22<sup>nd</sup> was held under perfect weather conditions. I'm truly amazed at how wonderful the weather has been for V-8 related activities this Fall – the Drive-In Movie Hershey and then the Fall Tour! The tour route was planned by Bill Simons and Keith Randall to include mostly scenic by-ways once we passed Gainesville.

All the folks in the photo above except the Piepers gathered at our usual Fair Oaks departure point for an almost on time departure for a weekend adventure out into the Shenandoah Valley.

Tour continued on page 3

## *Up Front with the Editor*



*December 2017*

Joe is currently on his way back from attending to family affairs in Florida and hasn't had time to write his President's message this month so I thought I'd take the opportunity to usurp his page to sign off.

As you all know should know by now this is my last issue of the *Valve Clatter*. This was my second stint as the editor and for the past eight years I've tried to produce a newsletter that is a credit to our great club and all its members. Now that I'm at the end of my editorship I want to thank everyone who has voluntarily sent in content for the newsletter and also those who have succumbed to my obvious charm and/or arm twisting to write up various things for me. Without all of your contributions the *Valve Clatter* would be a pretty boring publication: A President' message, a calendar of events and some ads. Now that my term at the helm has ended, and no one has agreed to become our editor, the Board of Directors (BoD) has developed a plan for continued publication of the *Valve Clatter*.

The BoD has hired a professional editor to do the actual layout and formatting of the *Valve Clatter*. **Bill Simons** and **John Ryan** will act as content managers – their job will be to coordinate all content that is sent to our professional editor. Various members of the BoD are charged with generating content; to do this they will be heavily dependant on the help of other club members; they definitely will be reaching out to you for write ups of monthly meetings, tour and various other activities. They may write some articles themselves but it's really up to every club member to contribute if you want the *Valve Clatter* to remain a worthy representative of our club.

**Dave Gunnarson** – monthly meeting programs

**Hank Dubois** – tours/Poker Run/garage tours

**Jim McDaniel** – ads cars for sale, parts and misc. for sale and cars/items/services wanted

**Gay Harrington** – welcome new members to the club

**Cliff Green** – tech tips, etc.

**Ken Burns** – restoration projects, work parties, book/movie reviews and eMail Bag articles of general interest.

Once **Bill and John** have collecte the content they will forward it to the professional editor for compilation. The finished *Valve Clatter* will continued to be distributed to you as a PDF via the NVRG Listserver just as it is now. If you're among the small group of members who still get a B&W paper copy nothing will change for you either.

This approach to developing and publishing the *Valve Clatter* is being implemented on a trail basis to see if it will work for the NVRG and is financially feasible. Your help and input is needed if we are to be successful. Of course if any of you are ready to step forward and become the editor my offer of help and support still stands.

Hope to see you on the road in a V-8,

*Ken*

2018 NVRG Officers & Terms	2018 Directors & Terms	Committee Members
President – <a href="#">Joe Freund</a> (2018-19)	Membership – <a href="#">Gay Harrington</a> (2018-19)	Fairfax Show – <a href="#">Dave Westrate</a>
Vice President – <a href="#">Bill Simons</a> (2018-19)	Programs Lead – <a href="#">Dave Gunnarson</a> (2017-18)	Programs Member – <a href="#">John Sweet</a>
Secretary – <a href="#">John Ryan</a> (2017-18)	Webmaster – <a href="#">Cliff Green</a> (2018-19)	Tours Chair – <a href="#">Hank Dubois</a>
Treasurer – <a href="#">Wayne Chadderton</a> (2017-18)	Sunshine – <a href="#">Keith Randall</a> (2017-18)	Property & Refreshment – <a href="#">Mark Luposello</a>
	Past President – <a href="#">Jim McDaniel</a> (2018-19)	At Large – <a href="#">Art Zimmerli</a>
	At Large – <a href="#">Ken Burns</a> (2018-19)	At Large – <a href="#">Andy Koerner</a>
		At-Large – <a href="#">Jim LaBaugh</a>

Tour continued from front page



Bill Simons explains the route for the first leg of the trip out to Front Royal for lunch.



Black seemed to be a popular color for cars on tour. From l-r are Leo Cummings' '55 Ford F-100, Gay Harrington's 1949 F-1 Budster, Hank Dubois' '35 Three Window, Cliff Green's '40 Woodie, Bill Simons' '49 Convertible, Keith Randall's '38 Fordor, Ken Burns' '41 Woodie and Jim McDaniel's '51 Cruiser.

As you can see we had a nice variety of V-8s. It was a beautiful day to tour and spirits were high as we headed West via I-66 to pick up SR 55 in Hay Market. As we departed I-66 Leo's F-100 was leaving some sort of unnatural steam/smoke cloud behind it. After a roadside consultation Leo decided to drive the F-100 back to Alexandria and grab a new set of wheels for the trip. The rest of us were to push ahead to our lunch stop at the [Blue Wing Frog](#) in Front Royal. Jim McDaniel in his '51 Cruiser graciously volunteered to follow Leo in case any additional issues developed. The rest of us continued on to our lunch stop with only a slight delay when we missed a turn. Waiting for us at the Blue Wing Frog were Steve and Wendy Pieper. The owner personally greeted us and had our table ready. Jim, Leo and Kathy joined us part way through the meal.



It's kind of hard to describe the Blue Wing Frog

other than to say the menu was varied, the food was delicious and the portion were huge.

Back on the road again we rejoined SR 55 and followed it until it joined US 11 in Strasburg and headed South until we got to Mount Jackson. From there we headed West again to our afternoon stop at Old Hill Hard Cider just outside Timberville.



We all wondered what was in the building with the Nash sign.

Old Hill Hard Cider is among acres of apple orchards located along Baer Ridge a few miles Northwest of Timberville and has a commanding view of the Shenandoah Valley. Our tour guide told us about the size of the Old Hill's orchards and explained the various types of apples grown at the orchard and their uses.



We are about to begin our tour while our trusty steeds wait patiently in the background.



Health regulations prevented us from actually entering the cidery's pressing building because it was in operation.

In addition to the cidery, there is also a large nursery, and of course, a gift shop. You can buy freshly picked apples in the gift shop but you can't actually pick them yourself. The location is also used for weddings during the summer months.



Naturally the owners made the letters out of apple wood.



Sandra Green, Wendy Pieper and Jim McDaniel in the tasting room.



Woodies among the orchards. Yes, David Blum, that's a gravel parking lot we're parked on and we drove up an unpaved road to get there!

Eventually we had to depart for the Shenvalee Golf Resort, get settled in and head for dinner. Back out to Timberville we went and then headed South a

few miles until we came to the Rte 211 intersection which led back East and into Mount Jackson and the Shenvalee Golf Resort.



The plantation grounds the resort sits on date back to a 378 acre grant from Thomas Lord Fairfax on July 21, 1749 to the original owner, Valentine Sevier. After passing through many hands the property was turned into a golf resort and opened to the public on July, 7, 1927. The resort survived a fire in the club house, the Depression and beginning in 1944 it was used to house Italian prisoners of diplomatic rank during WWII. The diplomatic prisoners were guarded by local Mount Jackson residents while enjoying a leisurely round of golf during their 14 month imprisonment.

For dinner on Friday we took a short walk over to the Southern Kitchen Restaurant.



The Southern Kitchen Restaurant is a popular place to eat on a Friday night. Even with reservations we ended up waiting about 20 minutes for our tables.

The next morning we headed off for the main event – the annual Fall Fair on Main Street in Broadway.



Before starting out however the Budster needed a little attention. Gay reported that driving from Old Hill Hard Cider to the Shenvalee on Friday Budster began to run rough. After a short test drive Bill Simons diagnosed problem as a failing condenser. After a quick condenser change the Budster was ready for the rest of the tour. It took about about 15 or 16 minutes to reach Broadway and the longer than that to find out how to get into the car show. Main Street was blocked off for the Fall Fair and unfortunately we were at the wrong end off Main Street. After getting directions we worked our way to the other end of Main Street and entered. Finding a place to park would have been a challenge but Jack Wenger car show sponsor and owner of W & W Motor Cars & Parts (and a NVRG member) found places for all of us on the street or parking lot in front of his business.



Kathy Cummings found this towel and hot pad set with a red pickup truck decorated with a Christmas motif at one of the craft vendors on Main Street.

Lunch was on your own and after lunch we got a tour of the W&W facilities. PJ was our tour guide and was very knowledgeable about all the cars being worked on.



Cliff eases down Main Street. The yellow build to the left is the W&W office and the brick building to the right also belongs to W&W. It was the local Chevrolet dealer in Broadway.



A pre-war Mercedes-Benz was one of the first vehicles JP told us about.



That's Allen Ponton's '34 Five window in the foreground in front of the W&W showroom.



Another view of the Mercedes-Benz.



Cliff's Woodie and Gay's Budster on the street.



This beautiful Chrysler Imperial Cabriolet is also at W&W.



Just in case you think all the cars at W&W are high end luxury vehicles there's also this first generation Mustang Convertible that's just started the restoration process. Hank Dubos ponders where the metal moths had been busy.

Once the show as finished we headed back to the Shenvalee. I was leading a group of folks and heading up the hill when the Woodie uncharacteristically began to run rough, lose power and then began running smoothly again. Leaving Main Street I made a wrong turn and had to turn around and head back towards town. As I reached the bottom of the hill the engine cut out completely and I was unable to get completely off the road. Now here comes the embarrassing part. Earlier in the tour I passed up several opportunities to get gas. When I restored the Woodie I installed a new Bob Drake fuel tank and sending unit. I never calibrated the fuel gauge even though it buried the needle to the right when the tank was full and only took about 10 gallons when the needle showed a ¼ tank. My math said that at a ¼ mark of a 17 gallon tank it should take about 12 gallons or so to fill the tank. Well I was wrong obviously. As Gay and I sat by the side of the road contemplating what to do next who should come driving up but PJ. He immediately pulled over and asked what's wrong. When I told him I'd run out of gas he jumped back in his car, went back to W&W, got a can of gas and returned. Once I got the motor started he refused to let me pay for the gas – all he said was to tell folks looking for a restoration shop to consider visiting W&W. The rest of the trip back to New Market was uneventful. Looks like I'm going to be recalibrating the fuel gauge this winter. When Cliff Green found out what had happened he said he was sorry he wasn't there to get a picture for the *Valve Clatter!*

The picture on the front page was taken as we enjoyed some adult beverages before dining in the resorts Miller Grille which overlooks the golf course.

On Sunday after breakfast we headed East East on Rte 211, up the Massanutten range, through the New Market Gap and down into Luray. Our first stop was at Luray Caverns.



Heading upgrade to New Market Gap.



Gay in the cavern.

From there our tour group began to split up. Some headed for home while the Simons, Randalls,

McDaniels, Cummings and Burns stopped for lunch at the Gathering Grounds in downtown Luray.



The Root Beer Floats were a big hit with Liz Simons and Jim McDaniel.

After lunch our little group took the scenic drive North on Rte 340 which parallels the South Fork Shenandoah River down Page Valley to Front Royal. Then we were back on SR 55 heading for home. Everything was fine until some missed the tricky turn off Rte 17/55 at the quaint Emmanuel Episcopal Church and suddenly found themselves on the high speed left merge onto I-66. Helen and I experienced that several years ago in the Woodie in a driving rainstorm. We were glad to miss the excitement this time. The rest of the trip home was without incident.

A big thanks to Bill Simons and Keith Randall for planning the tour. A scenic route, interesting places to visit, good food and accommodations, and great V-8 friends. What more could one ask for? Thanks for a wonderful weekend Bill and Keith.

## NOVEMBER MONTHLY MEETING

### Faux Bois

By Jim La Baugh

The November NVRG meeting program featured NVRG member Keith Payne II and his presentation on Woodgraining. Keith kindly made a copy of his presentation available and the following information comes from his presentation material.

Keith's start in the hobby began with the restoration of a 1941 Chevrolet. As part of that effort he worked on the woodgraining needed for reviving the dashboard.



This effort involved research into the process, including trips by Keith and his father to Hershey and

discussions with some of the vendors. Along the way they acquired another car to restore, a 1936 Buick.



As he developed his woodgraining expertise he and his father started Old Dominion Oyster Restorations in 2011. Keith noted the reference to oysters reflects their role in the history of the Chesapeake Bay area in Virginia. And he found another restoration project, a Ford farm tractor.

Keith explained that woodgraining has been done for thousands of years including beginnings in ancient Egypt and India and later in Greece and Rome. Then in 18th Century France, Faux bois (fake wood) and Faux marbe (fake marble) was used again as a method of decoration. These techniques became widely popular in the middle of the 1800's because of Exhibitions in London (1851) and Paris (1855).



The National Cash Register Company was the first to use the contoured printing woodgraining method in the United States in 1918. Ford first used the process in 1930 and in 1931 National Cash Register Company sold its patents and the technology to the Oxford Ink & Varnish Corporation.

Keith mentioned there are many ways to do woodgraining, including use of things such as steel wool, plastic fork, plastic knife, scouring pads, and wire brushes.



However, Keith uses the contoured printing process of Grain-It Technologies, Inc. (Evan Westlake, Grain-It Technologies, Inc. from Winter Haven Florida, is one of the vendors at Hershey every year). In this process, the grain from an etched flat plate is transferred onto a synthetic material roller, which is then rolled over the surface receiving the woodgrain.



Synthetic rollers in various sizes sit on the etched grain plate.

The first step in the process is to ensure the metal surface to be woodgrained is cleaned of any existing paint, including very fine sanding as needed.



A 1946-8 glove box door has been stripped, sanded and cleaned with good prep solvent.

Then, an etching primer is applied to the metal. This is followed by applying a high build primer that makes the entire surface smooth.



The base color is added next. Next is application of the graining compound.



Finally, a clear coat is applied, followed by wet sanding, another clear coat application, then more wet sanding and a three-stage compound buffing process. Of course, through all of this, Keith mentioned the use of appropriate safety equipment is essential, such as respirators, because of the hazardous nature of some of these materials.



Craftsmen applying the grain to a 1939 Ford dash in this Ford Archives photo. Check out the guy on the right who has the top shirt buttoned and wearing a tie and a fedora.

Keith noted that the restoration process for each woodgraining project starts with research into what the original woodgrain was for the make and model car he is working on. Along the way Keith has done woodgraining, for example, of a 1940 Chevy convertible, 1939 Cadillac convertible, 1954 Pontiac Tin Woody, a 1928 Chevy, as well as modern cars, such as a 1973 Dodge Challenger. He also showed



examples of his work on Fords, including the straight grain light brown walnut of a 1939 Deluxe convertible, the straight grain Carpathian elm of a 1940 Standard, the oriental wood dark walnut brown of a 1941 Super Deluxe, curly maple mahogany of a 1938 Standard, and Mahogany of a 1931 Model A.



Oriental Grain on a 1941 Ford Super Deluxe glove box door.

On display at the meeting was Keith's restoration of Dave Westrate's 1939 Deluxe Station Wagon dash and garnish moldings. Keith's first project for a club member was for Ken Gross' 1939 Convertible Coupe and the article in the *Valve Clatter* (March 2017) about that work led to Dave contacting Keith to do the work on Dave's Station Wagon.



Keith's craftsmanship on display in Ken Gross' 1939 Convertible.

It was clear from Keith's presentation that the results of his woodgraining truly are works of art. He also indicated the importance of assistance he has had along the way from Evan Westlake, owner of Grain-It Technologies, Inc. Based on Keith's program, all in attendance gained a better understanding of what goes into a superior woodgraining restoration, and a better appreciation of woodgrained parts of the cars we see at shows and on tour. At the end of the program one and all extended many thanks to Keith, and his father, who also was at the meeting, including for their work in using a factory original process in the quest to make things the way they were done in years gone by.

## WELCOME TO THE CLUB

### Bud Orswell

29 Connecticut Avenue  
Harwich, MA 02645-1507

[508-432-9233](tel:508-432-9233)

[941-473-7104](tel:941-473-7104)

[captnbud12@yahoo.com](mailto:captnbud12@yahoo.com)

1939 Ford 4-door Sedan Deluxe

1946 Ford Club Coupe



### Joshua Spong

College Farm  
Debenham Road  
Little Stonham  
Suffolk, England  
1P145JR UK

44-1449-711336

[joshua.spong@yahoo.co.uk](mailto:joshua.spong@yahoo.co.uk)

1934 Ford Deluxe Roadster



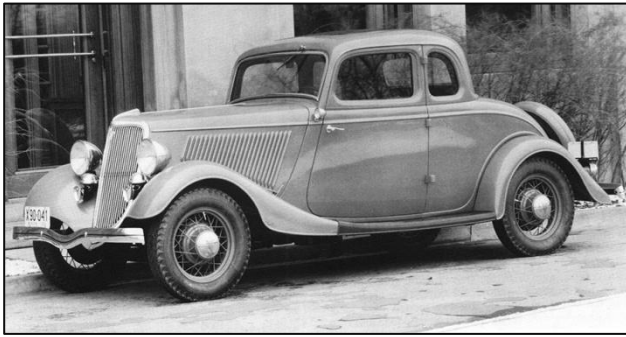
## BOOK REVIEW

### Scott Carpenter – Mercury Astronaut with a Passion for Fords

By Von Hardesty

Scott Carpenter is remembered as the test pilot who joined the elite NASA Mercury program in 1959. He became the second American to orbit the Earth. Born in 1925, Carpenter died in 2013.

Growing up in Colorado, Carpenter acquired a 1934 Ford coupe in his high school years. The coupe became a fixture in the young Carpenter's life in the 1940s.



A 1934 Deluxe Coupe similar to the one Scott Carpenter had before he started to modify it.

For Carpenter, the Ford coupe possessed a rakish silhouette and uncommon speed. Over time, he took steps to modify his Ford to reflect his own personality. He was a tinkerer at heart.

The story is part of his autobiography, [For Spacious Skies, The Uncommon Journey of a Mercury Astronaut](#) (2002). Looking back, Carpenter remembered his Ford coupe, “as the slickest car a fellow could ever want.” To purchase the coupe, he had to sell his Pensol-Mueller clarinet for \$150.00. This step was necessary since his father had declined to purchase the car for him. The coupe came to him in excellent shape and fitted with new tires, and, as Carpenter boasted, he got 23 miles per gallon. Carpenter proudly painted “SUPERCHARGED” on the trunk of his stylish coupe.

The Ford coupe offered mobility and a chariot to pursue an active social life: outings to the Dark Horse Tavern in Estes Park and excursions to Denver to visit his grandparents. Even with wartime gasoline rationing, he enjoyed great mobility—at that time, he paid 10 cents per gallon for gasoline. When things became tight financially, his girlfriend, Dot Reed, donated a quarter to the fuel fund. Carpenter reckoned that with 5 gallons, he had a range of nearly 100 miles.

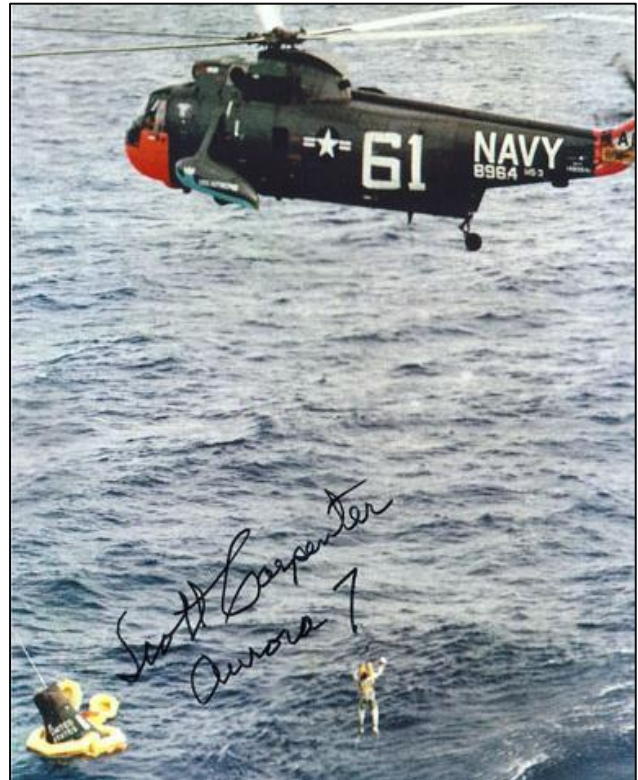
One of the first modifications was the installation of a rumble seat in his coupe—he obtained the seat and hinges at minimal cost at a local junk yard. For Carpenter, the addition of the rumble seat enhanced the social impact of his Ford coupe.

Other modifications followed: he cut the floor shift by 5 inches, sanded down the dash to the metal, installed a radio, and – for special effect—equipped his coupe with special mufflers or “Smithies.” Carpenter remembered his mother was most impressed with his coupe and even drove it on occasion.

One of his most innovative projects was to fashion his own heater for the coupe. He mounted a custom-made sheet of metal tubing to catch the

heat from the engine, venting the hot air through a small opening on the passenger side. The heat was controlled by a little flap, which was pivoted on a screw. The metal flap mechanism, Carpenter recalled, turned extremely hot when in use, and his friends learned the hard way never to ride in the Ford barefoot.

For Scott Carpenter, the Ford coupe remained a cherished memory of his youth. Following high school graduation, he spent a brief stint in the Navy. This set the stage for him to pursue an impressive flying career. Eventually Carpenter competed successfully at NASA for a place in the Mercury program, no small achievement at the dawn of the space age.



Astronaut Scott Carpenter being hoisted aboard a SH-3A after his historic Aurora-7 mission. He was the second US astronaut (and 6<sup>th</sup> human) to fly in space.

A footnote: his Ford coupe met an timely end in a near fatal car accident in 1948. When he married in 1948, he decided to purchase a 1938 Ford convertible, which never caught his imagination, but did serve his transportation needs.

## TECH TALK

### They're Still Part-ly Out There

By Dave Gunnarson

It's been 64 years since the last flathead Fords rolled off the assembly line, and during those years, NOS parts have mostly been used up, put on display

or tossed out. Finding NOS parts can be a challenge and finding more than one at once can be a thrill.

A few weeks ago I received a call from fellow NVRG member Alan Whelihan who needed help identifying some surplus NOS Ford parts he had acquired long ago. He called me as an old Ford truck expert as he thought it might be a truck part. After some discussion, Alan found the part number and we determined that it was indeed a truck part. Part number 51-5463, according to my Ford Chassis Part book, is a Front Spring Shackles Stud Assembly. The "51" prefix indicates that it was originally designed and produced for a 1935 1-1/2 truck chassis and was used through the 1941 big truck model year.



Each chassis requires four of these pins to help connect the transverse front spring to the front axle. A long time ago Alan purchased two wood boxes full of these pins, since according to Alan the Lincoln Zephyr also used these pins in some manner, and wondered if I had any suggestions on how to market them. I was intrigued enough to make the 90 minute drive to his warehouse to see this stash in person.



When I arrived Alan was very gracious and showed me around this warehouse and his extensive Mercedes parts business, Lincoln cars and much

more. In preparation for my visit, he had cleaned one of the parts of its protective Cosmoline coating and it looked brand new. I compared it to one saved when restoring the chassis of my 1935 1-1/2 truck and found it to be a match. In his warehouse, Alan had left a ladder against a tall metal shelving unit and pointed upwards. I climbed up to the top and sure enough, there were two wood boxes filled with hundreds of pins! Given the fact that not many folks restore 1-1/2 ton trucks and fewer replace these pins, I told Alan that he had the world's market supply of these pins covered! Who knew so many of the same NOS parts exist and are concentrated in one spot!

You never know what you might find out there, even if it's NOS parts instead of an entire vehicle! If you know of anyone needing some, Alan has them for sale and would welcome a call.

### When Not Just Any Wrench Will Do

By Ken Burns

When Clem resumed his love affair with 40MRC he discovered he needed a special wrench to loosen the screws attaching the window center post to the door post. Lo & behold they're being reproduced and now he'll be able to kiss the girl who currently rides in the front seat under the stars like he claimed he did back in the day!



He just couldn't wait for wrench for that first actual kiss in 40MERC!



2018 NVRG Calendars are now available! This is our 13<sup>th</sup> consecutive 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-up at the 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 Green:

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

The calendars still cost only \$15 (you pick up) or 1 @ \$17.25 or 2 @ \$18.25 (by mail). Call Cliff for postage fee if you're ordering more than 2 calendars. Paying by check? Make the check payable to "NVRG."

### ***Your 2018 Dues are Due!***



NVRG club by-laws state that annual dues are to be collected in December of each year, to end January of the year they are due.

We like to start earlier for those who like to get this done before the holidays arrive, so please know that **2018 DUES are DUE no later than January 31, 2018!**

**Annual dues are still only \$15.00.** Either cash or a check made out to NVRG is the way to pay. Please send your renewal check to me at the following address (I then log you into our rolls as PAID and give it to our treasurer for deposit):

Gay Harrington, NVRG Membership Chair  
3080 N. Quincy Street  
Arlington, VA 22207

**THANK YOU!**



***Vehicles For Sale***

**Early 1947 Super Deluxe Ford Coupe.** Dark blue, 2017 Dearborn Award winner. Car located in Virginia. Bill Selley, 703-679-9462 (09/17)



**Eastern National Meet Goodies – Craftsman Tool Bag - \$5.00, Meet Gearshift Knob - \$5.00; Meet License Plate Topper - \$5.00; Compact LED Flashlight w/Clip & Magnet - \$5.00; Meet Pin - \$1.00 or free w/purchase of one or more other item(s). Hank Dubois [handcdubois@verizon.net](mailto:handcdubois@verizon.net) or 703-476-6919 (07/17)**



**1950 Ford V-8 Pilot Sedan.** Less than 100 miles on body-off total restoration by meticulous engineer. 21 stud engine, 3 speed column shift, RHD, factory front hydraulic brakes and dual exhaust with custom made stainless mufflers. NOS Grille, Marchal Headlamps, Leather upholstery, heater, radio (not working) handbook, built-in jacking system, parts book, shop manual and tool kit. The basic body and mechanics are that of a 1935/6 USA V8. Current UK documents. Car is in London, England I can assist with shipping. \$27,500 Colin Spong [1937lincoln@talktalk.net](mailto:1937lincoln@talktalk.net) (08/17)



**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***

**36 – 39 Ford Complete Transmission –** Completely rebuilt trans plus a nice top. 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 helical mainshaft for sliding gear) in a late pickup case (1946 top loader). Includes an excellent used 36 – 38 top. Will sell complete gearset without the case (i.e. if you want to install these gears in your case). Will not sell internal parts individually. John Ryan, 301-469-7328, [john@ryanweb.com](mailto:john@ryanweb.com). (11/17)



**Shocks, 39-48 Ford –** Original shocks with arms: R&L for 39-40 Rear (with dogbones). R&L for 41-48 Front. Used shocks that seem to be in good working order. John Ryan, [john@ryanweb.com](mailto:john@ryanweb.com) 301-469- (08/17)



**1953 Lincoln Capri Convertible and Coupe.** 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](mailto: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](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)



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



**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)



**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*

**1952 Ford Pickup Body.** F-1, F-2 or F-3. Body can be rough but with a good frame (roller). Must have a good VA title and VIN plate. Ray Lambert 703-595-9834. (08/17)



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



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



**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](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</u>	
9	<b>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 a gift that our spouses will enjoy.
13	<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> .
26	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc.
<u>January 2018</u>	
1	<b>HAPPY NEW YEAR!</b>
9	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> <i>Only Yesterday Museum</i> in San Diego by Ken Burns – <b>Refreshments:</b> John Sweet
30	<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.
30	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc.
<u>February 2018</u>	
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> .
13	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> How the Model A – <b>Refreshments:</b> Clem Clement
27	<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.
27	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc.

## Down the Road



**2018 and more NVRG fun to come!**

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