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# Value Clatter

*Early Ford V-8 Club of America*



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

*Volume XL, No. 3*

*March 2018*

*Stephanie Beavers - Editor*

## Helping V8 Members Nationwide

*By Joe Freund*



In November 2017, I received a telephone call from Jack Stevens, a member of the Early V8 Ford Club who lives in Bryan, TX. He needed our club's help in assessing the good and bad aspects of a '40 pickup he had found in the November issue of Hemmings that was for sale by an individual in Fairfax, VA. Jack was seeking a "decent driver, essentially original steel." He had owned Flatheads since 1953, starting with a '47 Mercury Convertible; '47 and '40 Pickups; a '34 3 window coupe and Tudor; a '48 Mercury Coupe, and a '47 Mercury Convertible. Being that he has none now, he is experiencing "Flathead withdrawals" with no Fords in his garage.

Jack shared that the seller was a "very nice fellow; honest and open about the pickup. Health and other priorities were causing the sale. The seller bought the pickup in Dallas, TX, in 2001. A prior owner tried to restore/hot rod it with bucket seats, after-market steering wheel, Edelbrock heads, headers, Mallory ignition, 12V alternator, different wheels and rear bumper. The seller originally intended to restore it and replaced the seats with correct ones and vinyl covers." The seller used the pickup for a while locally to haul things, but when it wouldn't start, it ended up in storage in the seller's and a friend's garage for 10 years.

## *Up Front with the Vice President*



*March 2018*

While President Joe is away on pressing family business I thought I would take this opportunity to encourage those members who have “road worthy” cars to join the NVRG caravan on the drive to Dearborn, Michigan, for the Grand National Meet June 11 to June 16.

Rest assured that modern cars on the trip are always welcome. We currently plan on making the 500-mile trip in one day leaving at daybreak and arriving before dark and in time for dinner. Contact me if you are considering joining the group.

As some early spring-like weather graces us it is time to begin the process of getting our cars in top condition for some spring touring. Hank Dubois has several tours scheduled for April and May so now is the time to make those last few adjustments to the brakes, carburetor, starting system and probably an oil change.

We'll be on the road soon!

Bill Simons

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>

## Helping V8 Members, cont'd.

If Jack lived locally he stated that he “would try to get it running, mainly to see if the engine is solid, not cracked from winter storage, etc.” I asked Jack to provide information and questions for our club members who might be willing to inspect the pickup on his behalf. These included:

- The body and sheet metal are solid with small rust holes in floor board. What about fenders and bed? Door and hood fit OK?
- Older paint - probably needs painting. Was it a quality restore/repair?
- Did engine **run hot** when seller was using it?
- Seller doesn't think it ever froze during cold weather storage. Is the block cracked?
- Brakes are stuck; doesn't roll well. Can it be moved for shipment?
- Original gauges all there and work? Pics show aftermarket ones probably for 12V.
- Glass, regulators all there? What is cracked/smoked, etc.?
- Window rubber seals - condition
- Under carriage cleaned/painted when restored?
- Older tires? Different sizes?
- Chassis appear straight and level?
- Seller has extra and new parts. What is included?

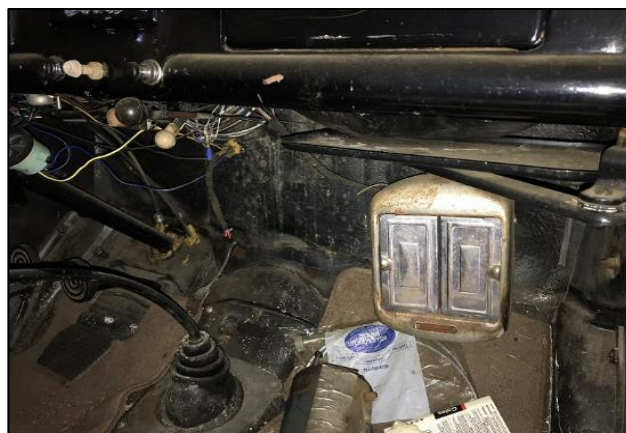
After I emailed club members from Florida where I was caring for my mother, I was puzzled that no one responded. What I did not know was that almost immediately, Clem Clement, Jim Gray and Benny Leonard had made arrangements with the seller to stop by and evaluate the '40 pickup. Clem, Jim and Benny provided the following feedback to Jack after their inspection on November 19, 2017:

The truck has been parked for several years. The tires are low, the brakes frozen. The body and the engine have had some modifications over the years.

### Engine

- Eldebrock heads on a 24 bolt v-8;
- Ford 94 (we think) carb;
- Small air cleaner;
- Electronic ignition (yellow coil mounted on inner fender);
- Original radiator (with crank hole in the center) has patch on top chamber;
- Electric fan mounted forward of radiator (prevents cranking the engine);
- Brakes are frozen so no chance to rock the car to see if engine is free;
- Battery dead;

- Moderate rust in some areas, light in others.



### Cockpit

- Dash restored (don't know if quality job or original layout);
- Bench seat modern;
- Headliner missing;
- Metal inside door panels;
- One wiper;
- Glass delamination noted on both side windows (worse on driver's side);
- Door glass channels on both doors new;
- Gaskets appear sound on rear and two front windows, but not a great fit.





## Body

- Fenders restored sometime in the past;
- Paint fair;
- Some rust everywhere;
- Stress cracks in rear sides of the top in curve;
- Front right fender has electric antenna buried in fender;
- Truck bed wood exhibits water damage;
- Airplane shocks (regular size, not monster shocks); Medium rust to undercarriage;
- Rusty front grill (replacement available);
- Rust bottom of driver door;
- Rust bottom of cab;
- Rust in bed on side rail;
- Tailgate covered with aftermarket sheet metal (another tail gate in basement);
- Aftermarket rear bumper (poor fit);
- Doors shut and fit well



On December 30, 2017, Jack emailed Clem, Jim and Benny, stating: "Fellows I'm happy to tell you Old Yeller gal is headed South; left Fairfax December 28 on a seven-car carrier, booked through Transport Nation. I'll report on their service after delivery if anyone is interested. I want to thank each of you again for your time and efforts to check out and report on this for me."

"You saved me the arduous expensive trip from Texas. Three extra sets of eyes and the likely ensuing discussion, plus a bonus detailed report with pictures is extra-mile effort. As you guys know, these are very important in buying something as unique as an old flathead, especially a barn find. Haven't been through a derelict one in a long time, so the fun and games return for a retiree! Maybe I'll get to use some of the old parts and hardware I've moved

umpteen times. I look forward to returning the favor so please let me know if I may help you in any way."

## FEBRUARY MONTHLY MEETING

### Dinging on the Dolly

By Hank Dubois

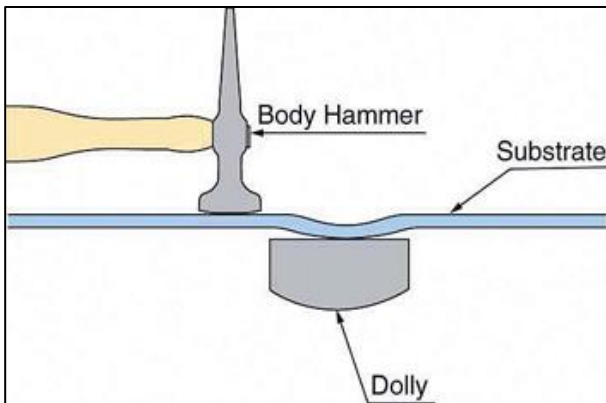
NVRG monthly membership meetings are normally pretty well attended but February's meeting was practically standing room only! "Cabin fever" may have had something to do with it but, more likely, members were looking forward to the evening's program presentation by Club member and metal craftsman, Thetan Ogle, owner and operator of Tinsnips Metal Fabrication in Winchester, VA.

Vice President Bill Simons opened the meeting with the Pledge of Allegiance and a couple of brief announcements and then turned the floor over to Board Members who provided updates on upcoming events. The 50/50 drawing was next and was won by Bill Potter who graciously donated his winnings (minus his ticket purchase amount) to the Club's Treasury and received a round of applause – thank you Bill! Members then headed to the refreshment area where they were treated to an array of goodies provided by Sandy and Clem Clement. After enjoying these treats – did I mention the meatballs and home-made brownies? – members made their way back to the meeting room for the evening's much anticipated program on stainless steel repair and restoration.

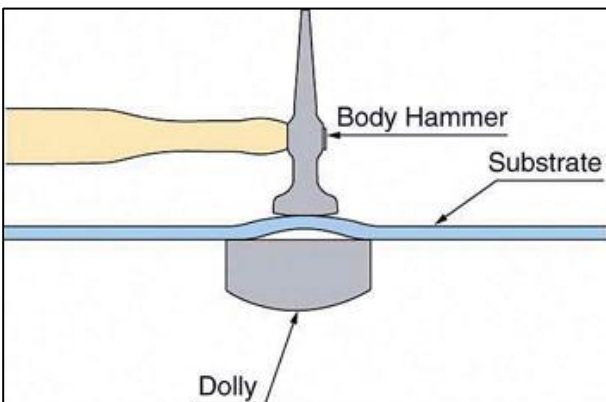
After members settled in, Bill introduced Thetan, noting that he is a graduate of McPherson College in Kansas, the only college in America that offers a bachelor's degree in auto restoration technology. Thetan then told us that, after graduation, he immediately went to work in the auto restoration industry and, before opening his own shop several years ago, had worked at White Post Restorations in Winchester for sixteen years. Since he opened his shop, he has done work for quite a few NVRG members.

Thetan opened his presentation by showing us some of the basic tools used for stainless repair including hammer, dolly, and file. He then described and demonstrated the two basic techniques for sheet metal straightening with hammer and dolly: 1) "hammer on" or "dinging on the dolly" where the dolly is placed directly under the dent and a low

crown hammer is used to strike the dent directly on the dolly, and 2) “hammer off” or “dinging off the dolly” where the dolly is placed on top of the dent and the hammer is used to strike around the dent thus allowing the dent to be “pushed up” by the dolly.



Hammer-Off Technique



Hammer-On Technique

Next, he described and demonstrated the steps involved in removing a dent from stainless steel using a '32 headlight shell furnished by Club member John Ryan. The steps are: 1) using Dykem or other blackening agent like magic marker, blacken the dented area, 2) using a dull file, lightly file the area to reveal the high spots only (the dent or low spot will remain black), 3) using the “hammer on” technique, gently work the dent up being careful not to raise it above the existing high spots, 4) refile the area lightly to determine how much of the dent (black area) remains, 5) repeat steps 3 and 4 until the dent is gone. After all dents are removed, file marks are removed by sanding the repaired areas using, in progression, 180/220/330/400 grit paper backed by a small wooden block. The item can then be polished in the usual manner using a polishing wheel and compound.



High spots are the shiny areas in the blue Dykem field

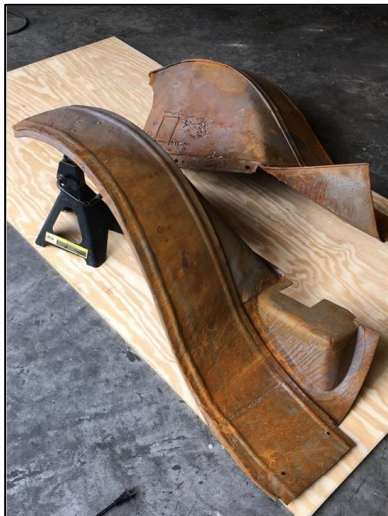
Thetan then showed us a couple of special purpose tools that he made (one from a screwdriver and one from a brake adjusting tool) for reaching into tight spots like the edges of trim strips or moldings. Next, he showed us a “bullseye pick,” an odd-shaped tool that contains both hammer and dolly, and demonstrated its use on yet another dent in John Ryan’s '32 headlight shell. He explained that this tool is good for small dents in high crown areas like a headlight shell. Lastly, he showed us an example of the kind of custom die that he often makes to fit stainless side moldings or similar stainless strips that have detailing that is very difficult and/or too time consuming to repair otherwise. He made and used this type of die to straighten the stainless fender moldings for Club member Ken Burns’ black '41 Woodie.

Thetan then opened up the floor to questions and several were put forth ranging from how to address a particular type of repair to the use of shrinking hammers (which he feels are incompatible with good work) to estimating the time and cost involved in doing a particular repair. With respect to providing estimates, he told us that he doesn’t generally provide them due to the nature of the work and the high likelihood of “hidden surprises” coupled with the fact that he does not like to work to meet an estimate but, instead, prefers to work on a per-hour basis doing the job to the customer’s satisfaction and letting his reputation and work speak for him. In response to this, several members, who have used Thetan’s services, attested to the quality of his work. For those interested in learning more about metal repair, Thetan suggested a book on the subject titled “The Key to Metal Bumping” by Frank T. Sargent. (I have a copy of this book (copyright 1953) and it’s a really good resource for

someone who wants to understand what is involved in proper metal repair as well as a great instructional manual for someone who wants to actually learn how to do this type of work correctly.)

The last part of Thetan's presentation was a review of approximately 200 images that he had assembled showing some of the metal fabrication and restoration work he has done since he opened his shop, as well as a couple of other things. It was a really impressive array and covered jobs that ranged from fabricating parts from scratch for vintage exotic cars/aircraft being restored by others to partial/complete in-shop sheet metal restoration jobs. Some of these were:

- Fabricating a pair of front fenders for a 1913 White from scratch, which required the construction of wooden "bucks" first and involved recreating an intricate double-seam at the fenders' edges.

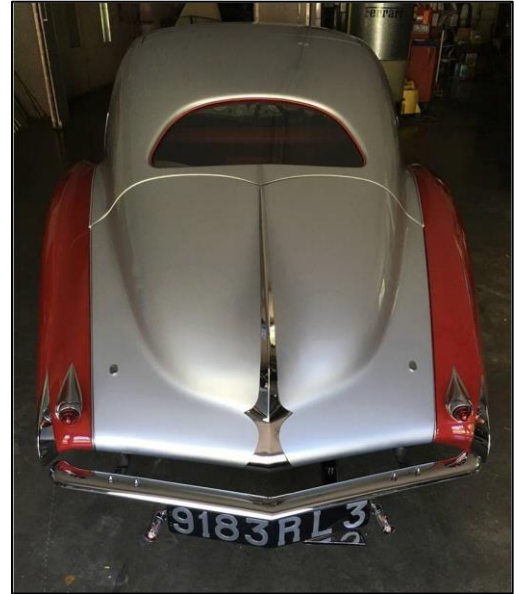


Originals



Reproductions

- Fabricating an intricate "spear" from brass for the deck of Bill Marriott's late '30's Talbot-Lago.



The spear was made using brass and then chromed

- Fabrication/restoration work on a 1940's Czech-built Tatra T87. An interesting side note on this V8-powered rear-engine car is that Hitler forbade his officers from driving them after many of them were killed in accidents due to the car's instability at speed.



Tatra

- Fabricating custom front fender wheel openings for a rare and very valuable 1967 Ferrari 275 GTB/4 Cam Alloy Body Coupe to suit the owner's taste. The car is so valuable that he disconnected the power to his shop every night to lessen the possibility of fire!





Before



After

- Fabricating, from scratch, the aluminum doors, hood and deck lid for another rare Ferrari. This extensive job also required the construction of "bucks" first.
- Fabrication/restoration on a '59 Ford Retractable Hardtop for a very exacting customer who wants every detail, even the stamping creases on the floorboards, factory correct. This car is currently in Thetan's shop.
- Fabricating the cockpit cowling for a 1916 Jenny airplane that was recreated by Ken Hyde at his shop, The Wright Experience, in Warrenton.



Jenny Cockpit Cowling

- My '35 Cabriolet which is currently at the paint stage and has required a good deal of his patience and skill to correct previously done sub-par work.



Notice the perfect door seam gap

Also included were images of his recently acquired, custom-built, Yoder Power Hammer which he is "dressing up" with nickel plated hardware and custom paint.

- And last but not least, his recently acquired personal hobby cars: an original unrestored 1917 Model T Ford Touring and a nice low-mileage 1964 Chrysler 300. The T is an exceptionally solid survivor with everything pretty much original including interior, top, and exterior surface with its heavy "patina."



**Thetan's T and Its Previous Owner**

- Thetan loves untouched original cars and plans to only rebuild the mechanics of the T to make it roadworthy but leave the rest of it as is. He is planning to drive it from New York to Washington State in June and July of 2019 on the Model T Club's special 30-day "Ocean to Ocean 2019 Tour." He told us that he's already registered for the tour! Wow, this sure sounds like a real adventure!

All in all, our February meeting was not only a lot of fun but was very informative as well. Many thanks to Thetan for putting together a great program for our enjoyment. Members like Thetan who are willing to share their technical expertise with other members are what make our NVRG monthly meeting programs, and especially our technical programs, so popular.

### **1935 TRUCK RESTORATION UPDATE**

*By Dave Gunnarson*

Progress sneaks up suddenly sometimes. Recently, I reached a milestone on the bodywork for my truck when I picked up all of the parts newly painted in primer by Richie Bosacco, owner of Apple Valley Collision in Martinsburg, WV.

It was a challenge to move the cab, fenders and about 30 other parts to West Virginia from Fairfax, and I am very, very grateful to fellow NVRG member Mike Prater who graciously let me borrow his enclosed trailer for many months. By having Mike's trailer, I could transport the bare-metal cab and leave it with Richie as a safe, dry parts storage container until it could be worked into his busy shop schedule.



**Fresh from the stripper in bare metal**

Once finished, everything went back into my van and the cab into the trailer for a short ride to Tin Snips, NVRG member Thetan Ogle's shop, for metal repair. The rest came home to my garage. The next day, I returned the trailer to Mike Prater with many thanks. Suddenly, I've got all this pretty sheet metal in my garage needing blankets and protection. This is quite a change from the days of scraping grease off parts, sweeping rust flakes off the floor and not worrying about things banging around or dropping to the floor. I guess I'll have to convert to practicing new garage etiquette and cleaner shop practices from now on. I do not have a completion date set, but I'm making slow and steady progress towards the day of bringing the truck back to life. Maybe, just maybe, there's now a glimmer of hope of seeing the end to a very, very long restoration process.



**Old paint, grease and rust are gone, and the bare metal is covered in protective primer in Richie's shop**





Thetan Ogle inspects and marks up the work needed to take away years of accumulated dents, patch a few holes and fix some rusty spots



Finally back home! All the other parts and pieces waiting their turn for some metal work, fit-up and eventually final painting.



Freshly painted parts drying in Richie's spray booth

## Engine Replacement for My '34 Tudor

By Bill Simons

As many of you know, in the fall of 2016, when driving my '34 Tudor in southern Maryland, I UN-WISELY continued down the highway knowing that my engine was overheating. I was looking for a safe place to pull over but by the time I found one it turned out to be too late. The block was so hot that it cracked a cylinder.



Bill's hot '34 Tudor

That engine was rebuilt in 1978 just before I drove the car down to Arlington from Massachusetts. It had served me faithfully for 38 years and about 45,000 miles and would have continued to perform had I not pushed it too far. Alas, it is always 20/20 vision when looking in the rearview mirror.

Fortunately, I had the foresight back about 10 years ago to purchase a spare '36 LB engine from the estate of past longtime member S. L. Ross. In February 2017 Hank Dubois and I delivered the '36 engine to Jeff Gunther at Gunther Machine for a complete rebuild. Last November, with the help of Hank and his engine lift, we transported the rebuilt engine down to my storage barn in Charles County, ready for installation in the Tudor. At least I thought we were ready! At the beginning of February Keith Randall, Hank, and I drove down for the installation, however Hank quickly noticed that the "new" engine had no pilot bearing. With my lack of experience I had never noticed that it was missing. We were stopped cold until I could order one, which I did right away. Two weeks later with pilot bearing in hand and new front motor mounts we were back at it!



Keith and Hank at work

The easy part was when the main transmission shaft slid fairly easily into the engine with a little jiggling. The hard part for the three of us was remembering how the two engine steady rods were to be reattached. After many tries it dawned on us that the rod attached UNDER the floor panel and not on top. Now all I have to do is bolt on all the accessory engine parts, fuel pump, distributor, radiator, exhaust pipe, etc. including those two pesky splash pans. I hope to have my '34 back on the road in time for some of our spring tours.

### COMING SOON!

#### Pennsylvania Dutch Country Spring Time National Driving Tour



Come out and support the 2018 EFV8 National Tour. Join friends of Regional Group #96 on the tour. May 21-25, Myerstown, Pennsylvania (appx. 170 miles distant).

- 5/21 - check in
- 5/22-5/24 organized tours in Lancaster, Schuylkill and Berks Counties
- 5/25 - free day (Lititz, Strasburg, etc.). Farewell dinner
- Special room rate of \$70 night + taxes, free trailer parking

You may choose to follow a guided tour leaving at a specified time or using the supplied instructions to go on your own. There will be scheduled stops along the way on each of the individual tours visiting area attractions and special collections. And, yes, there will be numerous covered bridges! Information packets will be sent along with registration confirmation. More information is available on the National EV8 Club website:

[https://www.earlyfordv8.org/Upcoming\\_Events.cfm](https://www.earlyfordv8.org/Upcoming_Events.cfm)

For more details and registration forms contact:

- Lois Dries (610)966-5127  
(email: [calories@ptd.net](mailto:calories@ptd.net)) or
- Rick Slegel (610)926-3061  
(email: [rickscri@aol.com](mailto:rickscri@aol.com))

Great opportunity to get your Ford, Lincoln or Mercury out and enjoy some beautiful springtime scenery in Pennsylvania Dutch Country while visiting interesting places along the way.

### MEMBERSHIP NOTES

#### Membership Notes

*By Gay Harrington*

Hello out there to all our NVRG members from your membership chair! As most of you know, 2018 membership renewals were due by 1/31/18. Since your \$15 annual dues are a primary funding source for our club activities, getting these into our treasury on time keeps us running smoothly.

A BIG "THANK YOU" to all NVRG members who paid for 2018 either on time or early. If anyone hasn't yet paid, please send your renewal; we don't want to lose you!

In March I'll be sending out to all NVRG members an updated list of our current members for 2018. Since 2017's update, we have lost a few members and added some others. The list I send out will "give you what I've got." Corrections are always welcome if you see an error.



If you ever have a suggestion, a question about you dues status, etc. or if you are paid up and not receiving your monthly *Valve Clatter*, newsletter, or club notifications, please don't hesitate to contact me. I'll research your question, get you an answer as to what's what, and work to straighten things out. Just send me an email or give me a call.

Spring is on the way soon...happy V-8 pre-spring preparation!

Gay Harrington, NVRG Membership Chair  
[hahsuj@gmail.com](mailto:hahsuj@gmail.com) / 703-888-0180

## NEW MEMBER WELCOME

- The Northern Virginia Regional Group (NVRG) would like to welcome new 2018 members JOHN & CYNTHIA MASON of Falls Church, VA, to our chapter. John attended the February meeting and met a few of our club members. John owns a 1934 Ford 2-door sedan he is in the process of restoring.
- Welcome back to former NVRG member JIM RODDA! Jim resides in Bethesda, MD and owns a 1932 Ford Model B Tudor.

## Northern Virginia Regional Group Annual Audit Report for 2017

DAVID M. BLUM

January 30, 2018

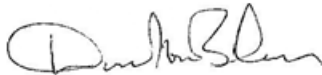
### INDEPENDENT AUDITOR'S REPORT

The Board of Directors  
Northern Virginia Regional Group  
Early Ford V8 Club of America

I have audited the statement of operations for the period of January 1, 2017 to December 31, 2017 of the Northern Virginia Regional Group, Early Ford V8 Club of America.

I conducted the audit in accordance with generally accepted auditing standards. Those standards require that I perform the audit to obtain reasonable assurance about whether that Statement of Operations is free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the Statement of Operations. An audit also includes assessing the accounting principles used and significant estimates made by Management, as well as evaluating the overall financial presentation. I believe that this audit provides a reasonable basis for my opinion.

In my opinion, the Statement of Operations referred to above presents fairly, in all material respects, the operation of the Northern Virginia Regional Group, Early Ford V8 Club of America as of December 31, 2017.



David M. Blum

Thanks to Wayne Chadderton our Treasurer and David Blum our Auditor  
for keeping the club's finances in perfect order.



**NOTE:** The "Automart" is now being maintained and updated by NVRG member **Jim McDaniel**. If you have any submissions, updates, or corrections, please contact Jim at [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com) (e-mail preferred) or cell: 202-409-4459. To be included in the next issue, new or changed ads need to be submitted to Jim by the **18th** of each month. Photos are acceptable for ads and will be included as space permits.

### 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)



**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. \$23,000 OBO. Located in PA. **Mike Gall** 814-619-8193. (11/16)



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



**Antique 1960s Farmall Cub Tractor:** Includes the following implements: Belly Mower; Single Blade Moldboard Plow; Front Snowplow; Sickle bar mower. Has working hydraulic lift and PTO. Runs nice – needs paint & tires. The implements need to be restored and serviced in order to make them operable. Would make a great tractor for parades, etc. Asking \$1,950, contact me for more info.

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

### Parts & Accessories FOR SALE

**1935-40 Ford passenger car tailpipe**, NOS/NORS. Never used, \$50. **Jason Javaras**, 540-786-5819. [3/18]



**1942-48 Ford/Mercury SS back window trim** w/rubber seal, \$50. **Jason Javaras**, 540-786-5819. [3/18]



**1947-48 Ford accessory chrome grill guard**, \$50. **Jason Javaras**, 540-786-5819. [3/18]



**1940 and earlier years Ford "A" cylinder heads**, \$25 each. **Jason Javaras**, 540-786-5819. [3/18]



**Ford backup lamp** (51A 18275). Needs switch, otherwise show quality, \$60. **Jason Javaras**, 540-786-5819. [3/18]




**"How to Build Hot Rods."** Fawcett book from the early '50s. Covers flathead Ford upgrades and body mods of the period. Neat stuff, decent shape, \$20. **Jason Javaras**, 540-786-5819. [3/18]



**One pair 60-HP Ford Script Heads**, NOS cast iron, best offer. // **Three 24-stud Ford Script Heads**, cast iron, best offer. **Leo Cummings**, [RPMLHC@aol.com](mailto:RPMLHC@aol.com), cell: 571-212-7747. [3-18]




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**1936-39 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 gear set (all helical gears, 16 spline helical main shaft for sliding gear) in a late pickup case (1946 top loader). Includes an excellent used 36 - 38 top. Will sell complete gear set 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)


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**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)

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**1941-48 Ford Original Shocks and Links:** A pair (right & left) of original shocks with arms & links for 41-48 Ford front. These are used shocks that seem to be in good working order with no sign of internal rust issues. **John Ryan**, 301-469-7328 or [john@ryanweb.com](mailto:john@ryanweb.com). 301-469-7328. (08/17)


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**Pair of 1949-51 three-rib fender skirts:** Very good condition. Painted gloss black and was on my '51 until mid-1990s. \$90 for set. **Jim McDaniel**, [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com) c:202-409-4459. (8/16)

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**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 with bracket, and instructions. \$90. **Jim McDaniel**, [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com) c:202-409-4459. (8/16)


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**"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 F1 pickup. New in Box, never installed. \$15. Photos of all items upon request. **Jim McDaniel**, [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com) c:202-409-4459. (8/16)


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**1949-53 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)


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**Tools:** Six-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)

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**1934 Parts:** 40-year collection. Three 21-stud motors; one re-cored 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)

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### Vehicles WANTED

**Driver quality 1935-36 Pickup wanted:** Contact **Nick Arrington**, [nta1153@verizon.net](mailto:nta1153@verizon.net) or 703-966-8422. (01/15)

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### Parts & Accessories WANTED

**1951-52 Ford pickup frame in good condition** (roller). **Ray Lambert** 703-595-9834. (02/18)


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**1951-52 Ford pickup bed:** **Ray Lambert** 703-595-9834. (02/18)

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

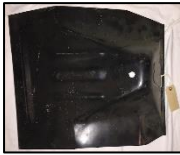


**For 1935 Ford closed car:** the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 or [Jeberly4@comcast.net](mailto:Jeberly4@comcast.net). (07/14)



### Parts FREE

**Am clearing out excess parts – need the storage space. All the following parts are FREE!** First to claim gets one or all. Contact **Jim McDaniel**, [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com) or 202-409-4459. [3/18]



**1951 Ford left and right front fenders interior sheetmetal**, Very good condition, some paint scratches, no dents.



**Ford 8BA intake manifold for two-barrel.** Removed from 1952 pickup, painted green.



**Two heads**, left one labeled 8BA, the other 8RT. Also removed from '52 pickup, painted green.



**Two 1951 Generators.** Rough exterior. Inside complete. Condition unknown.



**1951 Ford 3-speed transmission.** Condition unknown. Appears complete. Part number “looks like” 1A-7006-A or 1A-7000-A (hard to read).



**Oil Pump from inside 8BA engine oil pan.**



**1951 Ford Master Cylinder.** Needs rebuild kit and a good sand-blasting.








# NVRG Calendar



March 2018	
10	<p>1. <b>Chesapeake Region AACA</b> – Antique car, truck, and cycle flea market – Howard County Fairgrounds – 8 am–3 pm, rain or shine.</p> <p>2. <b>Petroliana – Mason/Dixon Gas, Oil, Automotive and Advertising Swap Meet</b> – The Great Frederick Fairgrounds (797 East Patrick St., Frederick, MD) <a href="http://www.masondixongas.com/">http://www.masondixongas.com/</a> Opens 7 am.</p> <p>3. <b>PATINA (Potomac Area Tools and Industries Association) Meet</b> - Spring Tool Sale and Auction – Damascus Volunteer Fire Department Activities Center (10211 Lewis Drive, Damascus, MD). Opens 9 am.</p>
13	<p><b>Membership Meeting</b> – 7 pm – Nottaway Park. <b>Program:</b> Restoration Talk – Jim Cross. <b>Refreshments:</b> Nick Arrington</p>
14	<p><b>Caffeine Double Clutch Breakfast</b> – 9:30 am – Fair Oaks Silver Diner. <b>Questions?</b> Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a></p>
18	<p><b>Valve Clatter Deadline</b> - Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.</p>
23-24	<p><b>Sugarloaf Mountain Region AACA Parts/Swap Meet</b> – Carroll County Agricultural Center, Westminster, MD – Doors open at 8 am. On <u>Friday</u> March 23, an NVRG carpool/caravan will leave at 7:00 AM @ Fair Oaks Mall (to be at the front of rush hour).</p>
27	<p><b>NVRG Board of Directors Meeting</b> – Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend.</p>
April 2018	
7	<p><b>Garage Tour</b> - Visit 3 member garages: Stan Johnson (A-V8 under construction), Clem Clement ('40 Merc Convert), and Keith Randall (Model T, '36 Cabby, etc.). Meet at 8:30 am @ Fair Oaks Mall.</p>
10	<p><b>Membership Meeting</b> – 7 pm – Nottaway Park. Program: How the Model A Won WWII – Stan Johnson – Refreshments: Leo Cummings</p>
11	<p><b>Caffeine Double Clutch Breakfast</b> – 9:30 am – Fair Oaks Silver Diner. <b>Questions?</b> Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a></p>
18	<p><b>Valve Clatter Deadline</b> - Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.</p>
21	<p><b>Poker Run Tour</b> – Hank DuBois and Jim LaBaugh – Details to follow.</p>
24	<p><b>NVRG Board of Directors Meeting</b> – Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend.</p>
May 2018	
5	<p><b>90th anniversary celebration Annandale Boy Scout Troop 150</b> – 11 am – 2 pm, Annandale United Methodist Church – Columbia Pike &amp; Gallows Road. Rain date May 12.</p>
8	<p><b>Membership Meeting</b> – 7 pm – Nottaway Park. Program: TBD – Refreshments: Hank DuBois</p>
9	<p><b>Caffeine Double Clutch Breakfast</b> – 9:30 am – Fair Oaks Silver Diner. <b>Questions?</b> Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a></p>

18	<b>Valve Clatter Deadline</b> - Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
19	<b>Annual NVRG/City of Fairfax Antique Car Show</b> – For information or to volunteer, contact Dave Westrate at <a href="mailto:DlwBlw@aol.com">DlwBlw@aol.com</a>
21-25	<b>2018 EFV8 Pennsylvania Dutch Country National Driving Tour</b> – Guided and individual tours with scheduled stops. For details and registration form, contact Lois Dries (610-966-5127 / <a href="mailto:calories@ptd.net">calories@ptd.net</a> ) or Rick Slegel (610-926-3016 / <a href="mailto:rickscri@aol.com">rickscri@aol.com</a> ). See detailed information on page 10 of this issue.
29	<b>NVRG Board of Directors Meeting</b> – Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend.
<b>June 2018</b>	
11	<b>Caravan to Dearborn for Grand National Meet</b> – For information, contact Bill Simons at <a href="mailto:bsimons@rustinsurance.com">bsimons@rustinsurance.com</a>
12	<b>Membership Meeting and Ice Cream Social</b> – 7 pm – Nottaway Park. Program: TBD – Refreshments: Dave Gunnarson
13	<b>Caffeine Double Clutch Breakfast</b> – 9:30 am – Fair Oaks Silver Diner. <b>Questions?</b> Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
17	<b>Sully Plantation Father's Day Show</b> – A great three-generation event for the whole family. We'll meet in the shade of the giant oaks near the kitchen for camaraderie and a picnic.
18	<b>Valve Clatter Deadline</b> - Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
26	<b>NVRG Board of Directors Meeting</b> – Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend.

Down the Road	
	<p> August 25 – NVRG picnic at the home of Bill Potter - Joint outing with the National Capital Regional Group</p> <p> December 8 – Holiday gala</p>

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	Joe Freund	<a href="mailto:joefreund@verizon.net">joefreund@verizon.net</a>
Monthly Meeting Report	Dave Gunnarson	<a href="mailto:gunnarson@verizon.net">gunnarson@verizon.net</a>
Tour Report	Hank DuBois	<a href="mailto:handcdubois@verizon.net">handcdubois@verizon.net</a>
Event Calendar	Bill Simons	<a href="mailto:bsimons@rustinsurance.com">bsimons@rustinsurance.com</a>
Want Ads	Jim McDaniel	<a href="mailto:jim44mcd@gmail.com">jim44mcd@gmail.com</a>
Membership and Dues Report	Gay Harrington	<a href="mailto:hahsuj@gmail.com">hahsuj@gmail.com</a>
Restoration Reports	Ken Burns	<a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
Tech Articles	Cliff Green	<a href="mailto:dcliftongreen@gmail.com">dcliftongreen@gmail.com</a>



# WIN A 2018 FORD F-150



Certificate #  
35987455

(Actual truck may differ from the one shown)

License# 145296

**One lucky winner will win a 2018 Ford F-150**

## TICKETS ARE \$100

### WIN A FORD F-150 OR CASH PRIZE!

Three winning tickets will be drawn from 1,200 sold

1<sup>st</sup> Prize – choice of a new Ford F-150 or \$40,000

2<sup>nd</sup> Prize - \$2,000    3<sup>rd</sup> Prize - \$1,000

**(260) 927-8022 or [www.fordv8foundation.org](http://www.fordv8foundation.org)**

**Winning tickets will be drawn when all 1,200 are sold or 11-1-2018**

Truck Provided By:  
Proceeds from raffle sales benefit  
Ford V-8 Museum Programs



The Early Ford V-8 Museum is raffling off a 2018 Ford F-150. It's valued up to \$55,000. In lieu of the F-150, the winner can choose \$40,000 in cash. 2nd Prize is \$2,000 and 3rd Prize is \$1,000. Only 1200 tickets will be sold! The tickets cost \$100 each. The drawing will be when all 1200 tickets are sold or Nov. 1, 2018, whichever comes first.

Details and a page of rules can be found on the website: [www.fordv8foundation.org](http://www.fordv8foundation.org)  
For tickets, call the Museum at (260) 927-8022 or visit the website. There you can download an information form to mail in with your check or credit card info.

*NVRG Car of the Month*  
*Ken Burns « 1941 Woodie*



**FIRST CLASS MAIL**

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