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Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

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December 2018

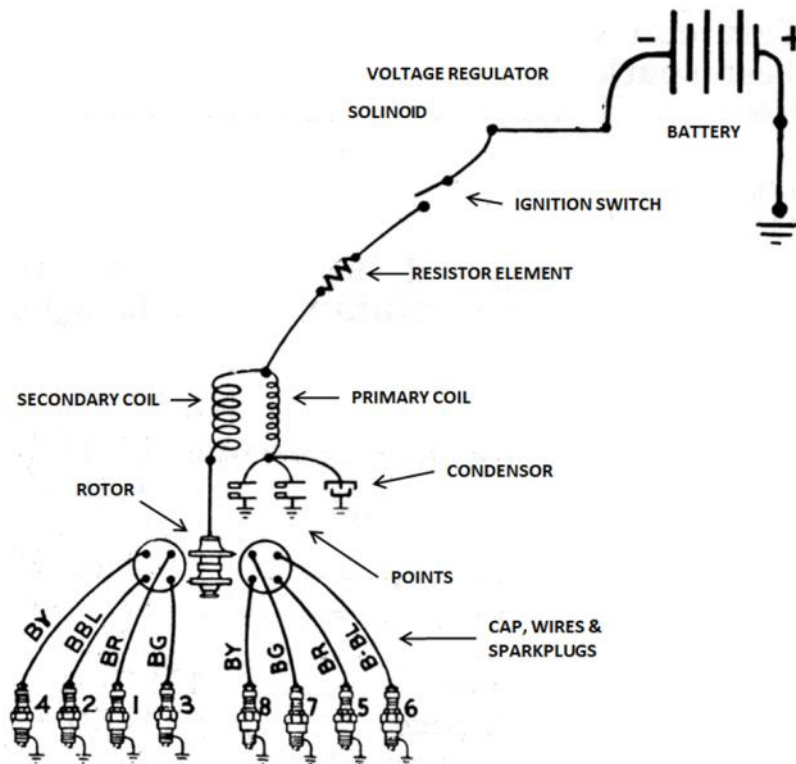
Stephanie Beavers - Editor

November Membership Meeting EF V-8 Ignition Systems

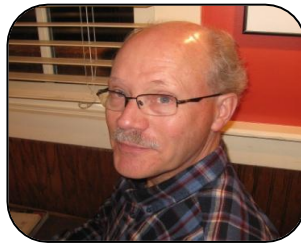
By Dave Gunnarson and Cliff Green

The final membership meeting of 2018 was held at Hunter House, Nottaway Park, in Vienna with about 25 club members in attendance. Cliff Green and Dave Gunnarson jointly gave a presentation on flathead Ford ignition system theory of operation, common problems and some techniques on how to restore it back to proper operating conditions. The old mechanic's adage is "85% of the issues are ignition, 10% fuel, 5% something else," so understanding how the ignition system operates and how to diagnose and get it working properly will help solve many starting problems.

Dave led off the program showing a large diagram that outlined the ignition system components and their function from the battery to the spark plug.



Up Front with the President « December 2018



After three years as the president of our club, it is now time for me to pass the torch. Consequently, this will be my last president's message in the Valve Clatter.

I am very pleased to share with you that John Ryan will be president, Cliff Green will be vice president, Nick Arrington will be secretary, and Bill Simons will be treasurer.

I want to heartily thank the current and former board members who have given of their time freely, without complaint and stood in for me when I was unable to be present because of family matters. Members of the board of directors are the backbone of our club and make it what it is for all of us.

For most of my adult life, when times become tough, I read the following poem and use the positive meanings to guide my daily life. I trust that you will find it helpful as well.

Joe

If, by Rudyard Kipling

*If you can keep your head when all about you
Are losing theirs and blaming it on you;
If you can trust yourself when all men doubt you,
But make allowance for their doubting too;
If you can wait and not be tired by waiting,
Or, being lied about, don't deal in lies,
Or being hated don't give way to hating,
And yet don't look too good, nor talk too wise;*

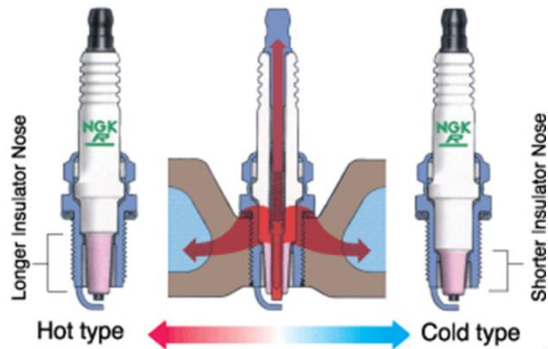
*If you can dream—and not make dreams your master;
If you can think—and not make thoughts your aim,
If you can meet with Triumph and Disaster
And treat those two imposters just the same;
If you can bear to hear the truth you've spoken
Twisted by knaves to make a trap for fools,
Or watch the things you gave your life to, broken,
And stoop and build' em up with worn-out tools;*

*If you can make one heap of all your winnings
And risk it on one turn of pitch-and-toss,
And lose, and start again at your beginnings,
And never breathe a word about your loss;
If you can force your heart and nerve and sinew
To serve your turn long after they are gone,
And so hold on when there is nothing in you
Except the Will which says to them: "Hold on!"*

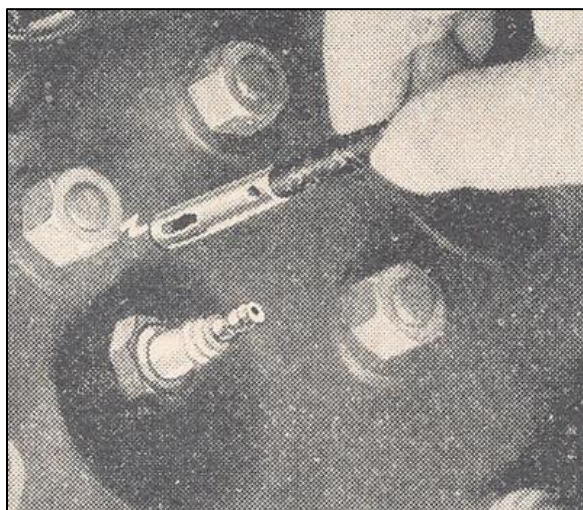
*If you can talk with crowds and keep your virtue,
Or walk with Kings—nor lose the common touch,
If neither foes nor loving friends can hurt you,
If all men count with you, but none too much;
If you can fill the unforgiving minute
With sixty seconds' worth of distance run,
Yours is the Earth and everything that's in it,
And—which is more—you'll be a Man, my son!*

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

Dave continued with a presentation of the functions of a spark plug and common problems. Not only does the plug provide the right gap in the right place for a spark to ignite the fuel-air mixture, it also serves to dissipate heat from the combustion chamber. "Hot" plugs serve to keep heat in the cylinder to minimize carbon build-up while "cold" plugs remove more heat to prevent pre-ignition and are normally used in heavy duty or racing conditions.

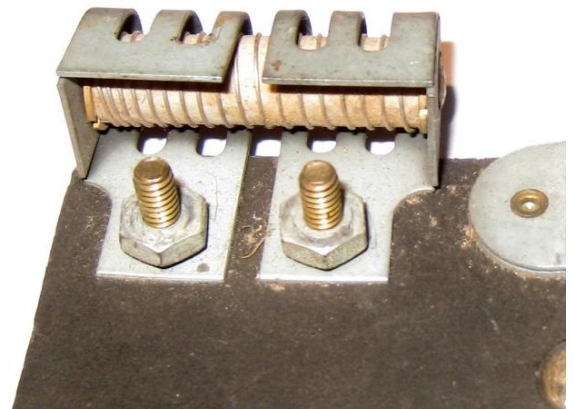


When the engine won't start or it stops running while you're driving, first test to see if the ignition system is providing enough energy for a proper spark. Remove one spark plug wire and hold it about 3/16" (compression ratio x plug gap) from a ground point as shown in the illustration to simulate the spark plug gap. Remember not to run the engine without a controlled way for the spark to occur, as an ungrounded plug wire will find a way to discharge somewhere else in the system and could create unintended damage.



Plug wires can become cracked or otherwise damaged, providing a way for the electrical current to arc and reach ground before getting to the spark plugs and hindering engine performance. Listen to the engine while it's running and listen for "snaps" or run the metal blade of a grounded and insulated screwdriver along the wires while watching for arcing. Low lighting helps make the arcing visible.

Cliff took over the presentation and talked about the primary circuit, which consists of the battery, starter solenoid, voltage regulator, starter switch, ignition resistor, the coil, and ends at the points. First order of inspection when the car won't start because there is no spark is to make sure all the connections are clean and tight. High resistance means voltage loss.



The various items of the system start with the battery's importance in that it should be producing the full 6.4 volt charge, as the starter requires significant load and the subsequent voltage drop is applied to the ignition resistor. Since the object of the ignition resistor in the circuit is to reduce the battery voltage by about 50%, we want the available voltage to be sufficient to fire the plugs to start the car.

The next source of no ignition is the ignition switch. We can determine if this is an issue by jumping across the terminals in the back of the switch or by jumping the coil directly from the battery. This will apply double the voltage. If the car starts, then the issue is in the primary.

The ignition resistor (some tubular coils have a built-in resistor) are basically trouble-free. It is simply a coil of wire around a ceramic core. The voltage drop to the coil can be tested only when the

points are closed to provide a load. This reading can be done at the coil or at the resistor. The points are closed 80% of the time.

The end of the primary circuit are the points. When grounded (closed), the coil builds up energy and, when open, the coil collapses and starts the secondary high voltage circuit. The points might look to be closed, but there might be foreign material (rust, grease, oil) that makes an insulator. Just squeeze a dollar bill or 400 sandpaper between them and clean the surface. You can check if the points are indeed grounded with a VOM.



The next culprit, and the most significant, is the condenser. More times than not, this will be the problem if the car will not start or runs erratically. Its purpose is to absorb the spark that would occur when the points just start to open and stores the energy until the points are grounded again, when it then dissipates. NAPA sells the correct condensers for under \$10 and you should always carry a spare.

Bruce Metcalf gave me a tester to measure the Microfarad value of the condenser. Values vary for each year's model group and it is important to have the correct one to match the coil, otherwise the points will burn or become pitted. If you bring your condensers to the January meeting I can test them for you. You can also perform a test with your VOM to check if they are good. There are demonstrations on YouTube.



If the ignition is too retarded because of point breaker arm wear, the dwell is increased and the coil becomes oversaturated and the starting become more difficult – BUT, the car should attempt to run. Hard starting requires a tune up!

If the primary circuit checks out, then we look at the secondary beginning with the coil. Again, Youtube gives demos on how to check the coil and the values required. The issue may relate to heat, as the car starts cold, but not when hot. Send your coil down to Skip Haney in Florida for a rebuild and eliminate any problems in this category.

The rotor and the distributor caps can be an issue. The rotor in the dome-type distributor might be leaking to ground. Look inside the rotor tube for a volcano beneath the copper band, and also browning on the shaft. I wind electrical tape on the shaft for insulation.

You should get some spark enough to start the car. The V-8 will run only four cylinders. Rough idle, hesitation, and loss of power are another issue to diagnose. Starting problems are usually solved by checking three things: connections causing voltage drop, ignition switch, and condenser, maybe coil, in my experience.

OUT AND ABOUT

2018 Memorial Fall Tour By Ken Burns

This year's Fall Tour took us to the 61st Annual Urbanna Oyster Festival. It's an annual event to raise money for the local Volunteer Fire Department and, boy, does it succeed in that. Urbanna, VA, is a beautiful waterfront town of about 500 inhabitants and is located approximately 20 miles north of Gloucester.



Our tour group shrank as the forecast of severe weather grew more dire during the week. Friday's forecast was for heavy showers during the day and into the evening and caused me to leave the Woodie in the garage. The main body of the tour gathered at a Starbucks off the Fairfax County Parkway and consisted of Keith and Susan Randall, Jim and Char McDaniel in his all-weather '51 Cruiser, Bill Potter and friend Patricia, and Leo and Kathy Cummings. Once everyone was properly caffeinated Keith led us on a scenic drive over to the Simons's beautiful waterfront home on Waverly Point in Newburg, MD, for a needed pit stop and caffeine top off. Bill pulled his '34 Tudor (another all-weather V-8) out of the barn for a shake down run of the newly rebuilt engine. We toured scenic US 301 southward, crossing the Governor Harry Nice Memorial Bridge back into Virginia. We wended our way farther south to Warsaw where we stopped for lunch at [The Daily](#). Just as we were pulling into the parking lot, new-ish member Frank Wood of Williamsburg, driving his '50 Mercury coupe, joined us. After lunch our now-complete tour group hit the road again on the last leg of our trip to Gloucester. Dinner that evening was at [Olivia's in the Village](#), a great local dining spot.



Left side: Bill Potter and Patricia, Frank Wood, Bill and Liz Simons, Susan and Keith Randall. Right side: Kathy and Leo Cummings, Ken and Helen Burns, Char and Jim McDaniel.

Early on Saturday, Bill, Jim and Frank headed back up the road to Urbanna and entered their cars in the car show. The rest of us joined them after a leisurely breakfast. The oyster festival is a **MAJOR EVENT**. For a town with such a small population, the festival draws 50,000-70,000 during its two-day run. Following the electronic signage, we arrived at the

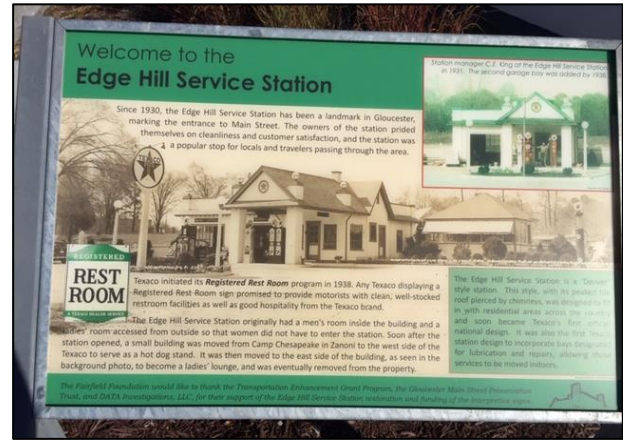
parking lot just across the Urbanna Creek from the town. The open field reminded many of Hershey before pavement – kind of squishy and muddy. After forking over \$20 we parked in the still-firm field and set off. From the parking lot, we had a choice of walking about a mile and a quarter to town or grabbing the \$2/head shuttle – we chose the shuttle and it whisked us into town. We wandered the quaint streets, tried some oysters and eventually found the car show at the other end of town. There was a variety of cars. Jim, as usual, was a big hit with the kids – none could resist the opportunity to sound the siren. Eventually, most of us decided to leave the festival. As we were leaving, we noticed the backup of cars waiting to enter the parking lot was several miles long. I told you the festival was a big deal! We headed south down US 17 and crossed the York River to visit the recently open [Museum of the American Revolution](#). Everyone said it is a bucket list type of attraction if you ever visit the historic Yorktown – Colonial Williamsburg – Jamestown triangle. Dinner on Saturday was at a local chain restaurant. Before heading to the restaurant we had the obligatory class picture taken with Jim proudly clutching his trophy from the car show.



Sunday found the group heading home along different routes. However, before leaving town, Bill Potter detoured over to see the restored 1930s-era Edge Hill Service Station. Somehow I missed it driving over to Olivia's in the Village in the dark on Friday night.



The Edge Hill service station is located on Main Street in Gloucester. During the 1930s, US Route 17 went right down Main Street through the center of Gloucester and past the Edge Hill station.



Oh, I forgot to mention that the weather turned out to be just fine on our drive down on Friday and throughout the entire weekend. We had heavy rain on Friday night – I’ve got a heavy-duty car cover for the Woodie – so I’ve been kicking myself for not driving my Woodie on the last tour of the season!



The following quote is from democraticunderground.com forum on old gas stations: “In 1939 Texaco became one of the first oil companies to introduce a ‘Registered Rest Room’ program to ensure that restroom facilities at all Texaco stations nationwide maintained a standard level of cleanliness to the motoring public. The company hired a staff of inspectors who traveled from station to station periodically to ensure that restrooms were up to standard. The ‘Registered Rest Room’ program was later copied by other oil companies and continued at Texaco until the energy crises of the 1970s.”

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The Box

By Ken Burns

In October, I, along with some of the other members of the NVRG Woodie Mafia received the email that follows from Jim LaBaugh. I thought that this was some interesting info about Jim’s ’39 Woodie that the rest of our members would enjoy. The letter was typed on a manual typewriter and I scanned it to OCR and edited to correct for the scanner’s inability to deal with varying keystroke pressure and occasional handwritten inserts. I added the pictures just to add a little more context to the tale.



Jim LaBaugh via email of October 12, 2018.

"Going through boxes of papers today from my parent's house, found a letter to the editor of *Woodie Times* from my father dated October 3, 1981. Not sure if it was ever used, but thought you might be interested. Story is contained in two attachments. Letter included much information I was not aware of."

Begin letter:

Will O'Neill, Editor
Woodie Times

Dear Ed: Here is my article and photo that you may wish to use in a future issue of the *Times*.

How I Found My Woodie

In February 1981 at the monthly meeting of the Model A Ford Club of New Jersey, Ed Spielberger announced the availability of a 1939 Ford Deluxe Station Wagon in New Hampshire. Owning a 1930 Ford Tudor but hankering for a Woodie, I cornered Ed after the meeting and, after hearing about the general condition of the Woodie, I gave him a deposit to hold it until I could get to N.H. to see it. When the snows were gone in the spring, Ed and I were off to his house in New Hampshire. I had a hitch put on my Olds Toronado and borrowed a sturdy car trailer from my friend Attilio Philips of the Model A Club. Going up, we loaded a Volkswagen chassis, destined to become a Bugatti Replicar, onto the trailer.

The 1939 Woodie belonged to a carpenter in Contoocook, N.H. He had bought it from the owner of a horse farm nearby, having discovered the Woodie in one of the outbuildings he was repairing in the summer of 1977. He was obliged to sell the '39 because he was laid up due to a fall from a roof.

Upon arrival at his house that April Saturday, I was anxious to check the condition of my potential Woodie wagon. The carpenter had it stored in his one-car attached garage. His truck and car had weathered the winter in the driveway. I found that about 85% of the wood was good. The roof, hood and fenders showed the ravages of having been stored for 16 years in a barn where farm chickens sought refuge. After a few trys, the engine started but sounded as if it needed work. Alas, the middle

and rear seats were missing. The floor pans were good except where the driver and passenger would plant their feet. Plywood was covering the rusted out section of front floor pans. The carpenter believed seats were somewhere on the horse farm but was not sure he could get on the farm to search for them because he had assured the former owner that he would put the Woodie back on the roads of New Hampshire. He was not sure she would feel kindly toward him if he sold the Woodie to a downeaster from New Jersey. So I bought the '39 "as is" and loaded it onto the trailer.



After a pleasant evening with Ed, his wife, his son and daughter at their beautiful 1749 home and a good night's sleep breathing pure New Hampshire air, we arose bright and early to a beautiful clear Spring day. With a huge country breakfast under our belts we headed non-stop for New Jersey. In New Jersey we pushed my "prize" into a two car garage next to my Tudor A. I rent the garage from a great lady of then 86 years of age. She was delighted as all her visitors want to see the old cars.

Obtaining the title to the car came next. I traced the owner thru the New Hampshire Department of Safety as the 1961 plates were still on the wagon. The woman who had sold the car to the carpenter was the original owner having purchased the Woodie on August 3, 1939 for \$890.

I wrote to her at the horse farm using the address on the title, changing the R.D. number to the current zip code. I asked her if I or my friend Ed

could visit her farm in the summer to search for the missing seats. She was most gracious and allowed Ed to visit "The Box" horse farm. "The Box" was painted on each of the front doors of my Woodie and I had assumed it was a nick name for the Woodie. After much searching and when he had about given up, Ed saw a round object rimmed in aluminum sitting on top of some old harness in the corner of a barn. The object was a spare tire cover and under the harness were the two seats laying upside down. The rear seat was in very good shape, center seat had been patched up by a leather worker on the farm. In September 1978 Ed delivered the goodies to me in New Jersey.

Since then I have been collecting some of the missing pieces, postponing real work until I could build a garage workshop attached to my house with access to my cellar. 1981 was the year . I started my one-man project in May and hope to bring the Woodie and Model A over to their new home in November.



Jim's dad watches as the Woodie is loaded for a trip to the restoration shop.

P.S. The gentlewoman who was the original owner has 3 Woodies in her barn in the summer of 1977. A Model A Ford. The 1939 Ford Deluxe and a 1950 Ford. She gave the A to a friend of her grandson who drove it away. The 1950 which she described as her "good Woodie" was still in the barn in 1978. *End Quote*

2019 Membership Dues

By Gay Harrington, NVRG Membership Chair



I'd like to send out a big "THANK YOU" to those members who paid their 2019 dues early. We have about 60 of our 156 memberships renewed as I write this message.

According to our club by-laws, dues are officially "due" for collection from December 1 through January 31st. If you haven't yet renewed your NVRG membership for 2019, please take a moment to write out your check. Dues are payable to NVRG in the amount of \$25.00, which is a change from 2018 and previous years. Please send your dues to Gay Harrington, 3080 N. Quincy Street, Arlington, VA 22207, with any phone, email, vehicle, etc. changes you may have made this past year so that our records are in order and our members can find you!

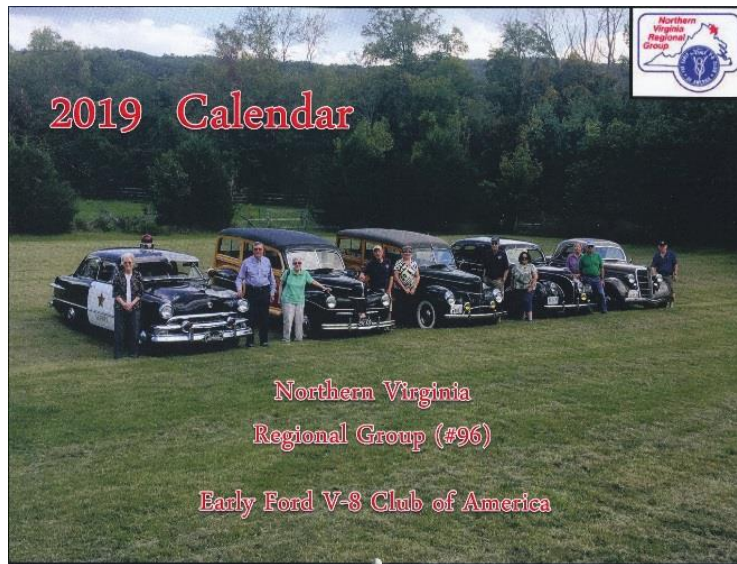
If you are coming to the Holiday Party at P.J. Skidoos, I'll be there and will be glad to save you a stamp!

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Boogie and Betty were credited with starting the first drive-through window in 1932

2019 NVRG Calendars are now available!



This is our 14th consecutive calendar and once again we present 12 completely new calendar cars owned by NVRG members. The calendar makes a great Christmas gift or looks great hanging in your own man cave.

Calendars will be available for pickup at the Holiday Gala (if they last that long). See Cliff Green at the Gala or order yours today by email, mail or phone.

Each calendar still costs only \$15 (in person pickup) or \$17 postpaid. Get 2 for \$33 postpaid. For quantities over 2, call Cliff for postage quote. If paying by check, make payable to NVRG.

Contact: Cliff Green / dcliftongreen@gmail.com / 703-426-2662
6214 Militia Ct., Fairfax Station, VA 22039



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 (email 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



1933 Ford 2-door Sedan: Has a 1936 engine (LB block) with aluminum heads and intake by Monterey Speed & Sport. Is a copy of the old Eddie Meyer flathead speed equipment (but is a new casting). \$35,000. **Ray Lambert**, 703-595-9834. (11/18)



1956 Ford Thunderbird: Automatic transmission; 312 V-8 engine; stainless steel mufflers and exhaust; repainted 3 years ago in original Peacock Blue color; front disk brakes; AM/FM radio; white hardtop with portholes and new headliner; soft-top is complete but needs fabric; Continental kit; clip-on wire wheel covers. Engine rebuilt in 1992 at 103k miles by Kenson Auto Services in Fairfax. Currently has 111k miles and has always used non-ethanol fuel. Chrome is excellent and car is a beauty with

skirts. Located in Northern Neck, VA. Need to sell, asking \$27,400. Contact NVRG member **Richard Thompson**, aatnneck@gmail.com. (11/18)



1955 Ford Thunderbird: Exterior color Raven Black; Automatic Transmission; Hardtop; 62,000 original miles; Unrestored condition, 95% original; 12 Volt conversion; Family car since 1955, have original order form, invoice, shop manual, brochure, catalog, etc. Asking \$32,500. Contact **Dave Maneval** for more photos and details. Call [570-204-9278](tel:570-204-9278). (11/18)



1946 or 47 Ford Pickup: Our British member Colin Spong (in-country for Hershey) found this pickup in Luray and is for sale for \$1500... no title, seems complete but rusty. Might be of interest to a

member as a source for parts. Contact Bennett & Butler, Inc. (**Tony Spain**) at 540-742-9353. (11/18)



1940 Ford Business Coupe. Condition: Driver. Former Benny Bootle car (author of 1940 Ford restoration book). Black with leather interior, skirts, dual carburetors, high compression heads, dual exhaust, radio, heater. \$32,500. Contact **Bill O'Donnell**, (West Friendship, MD) 410-489-9421. (10/18)



1936 Ford Roadster. Condition: Driver. Maroon with 1940 Ford skirts, high compression heads, dual exhausts, brake energizers, side curtains. \$47,500. **Bill O'Donnell**, (West Friendship, MD) 410-489-9421. (10/18)



1932 Ford Tudor (Model B, 4-cylinder): All original metal. New LeBaron Bonney interior. Has been driven the last couple of years but could use a rebuild and a paint job. \$29,000. **Jim Rodda**, 301-801-3534 or email to jrodda1932@gmail.com. (08/18)



Early 1950 Ford Custom Deluxe Tudor Sedan:

46,687 Original Miles; same owner for 36 years; Numerous Dearborn and AACA Awards. Car located in VA. \$25,000. **Jeannette Hall**, 540-424-9823. (05/18)



Early 1947 Super Deluxe Ford Coupe: Dark blue, 2017 Dearborn Award winner. Car located in VA. **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)



Parts & Accessories

FOR SALE



Two sets of Virginia plates: 1935 and 1940. The '35s are professionally restored, never on a vehicle. The '40s are NOT restored. They were NOS when I got them, used for two years on my car. Prices: 1935 @ \$150; 1940 @ \$175. Will include mailing to NVRG club members. **Art Spero**, arts40@centurylink.net. (12/18)





Sears 10" Radial Arm Saw. Very good condition. Tuned. \$100. **Cliff Green.** dcliftongreen@gmail.com (11/18)



1932 Model B Original and Repro Parts: Have a large stash of '32 Model B (4-cylinder) parts: gas tank, running boards, 12-volt conversion parts, etc. All real nice. Package deal great for a Hershey stall. Call **Jim Rodda** at 301-801-3534 or email him: jrodda1932@gmail.com. (08/18)



1951 Ford Truck 5-Star Hood Trim, to use with your "hood spear" on sides of hood. Have both left and right. \$150. **Ray Lambert,** 703-595-9834. (06/18)



1951-52 Ford F-1 Truck Rear Axle: Drum-to-drum with springs; no wheels. \$150. **Ray Lambert,** 703-595-9834. (06/18)



1951-52 Ford F-1 Truck Front Axle: Nearly complete, backing-plate-to-backing-plate, with springs and steering arms. Note, no brake drums or wheels. \$150. **Ray Lambert,** 703-595-9834. (06/18)



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



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



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



Eastern National Meet Goodies: Craftsman Tool

Bag, \$5; Meet Gearshift Knob, \$5; Meet License Plate Topper, \$5; Compact LED Flashlight w/Clip & Magnet, \$5; Meet Pin, \$1, or free w/purchase of one or more other item(s). **Hank Dubois,** handcdubois@verizon.net or 703-476-6919. (07/17)



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. (11/17)



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,** john@ryanweb.com. 301-469-7328. (08/17)



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



1949-50 Ford chrome fog light set: After Market; never installed or used. Will NOT fit '51 Ford. New condition, no blemishes, includes set of clear and amber 6-V sealed beam fog lights, wiring, switch with bracket, and instructions. \$75. **Jim McDaniel**, jim44mcd@gmail.com c:202-409-4459. (8/16)

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. (07/16)

1934 Ford Parts: Two 21-stud '34-35 engines, one complete, one parts. Small parts for '34; ash tray, bolts, bushings, rubber parts, windshield with glass; two '34-36 transmissions complete, lots of extra gears; engine heads and manifolds for '34-36; oil pan for '34; hubcaps for spare; original and new door handles; carburetor kits; water pumps; fender braces; 17" wheels; water inlet with motor mount for '34-35; 50 years of V-8 Times. Call for more info. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407 – 540-847-3363. (updated 05/18)

Vehicles WANTED

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

Older Small Pickup Wanted: My son is in the market for an older small pickup truck. Would like a mid- to late-1990s four- or six-cylinder model, such as a Ford Ranger, Chevy S10, or GMC S15 Sierra. If you have one or know of one for sale, please let me know. **Dave Henderson**, 703-938-8954. (10/18)

Parts & Accessories WANTED

1939 Ford Hot Water Heater. Need correct heater switch and core for same hot water heater (I have a good shell). **Mel Herwald**, 540-925-2222, mherwald@mgwnet.com. (10/18)

1940 Ford Frame wanted. Call **Ray Lambert**, 703-595-9834. (08/18)

Model 81 Carburetors. Two Model 81 carbs suitable for rebuilding wanted. These were the carbs used on the 60 HP V-8s. **Nick Arrington**, 703-966-8422 or nta1153@verizon.net. (8/18)

1951 Ford station wagon sway bar. **Steve Groves**, call 301-530-7411 before 9:00 PM. (04/18)

1950-51-52 Ford pickup 8-foot bed: **Ray Lambert** 703-595-9834. (02/18)

1940 Ford Heater Switch for hot water heater. **Bill Chaney**, flihi@cablefirst.net or 804-776-7597. (12/14)

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

Parts & Accessories

FREE

1940 Ford Headlight Housing: In rough shape, but the price is right (free). **Benny Leonard** at benshar100@gmail.com. (11/18)

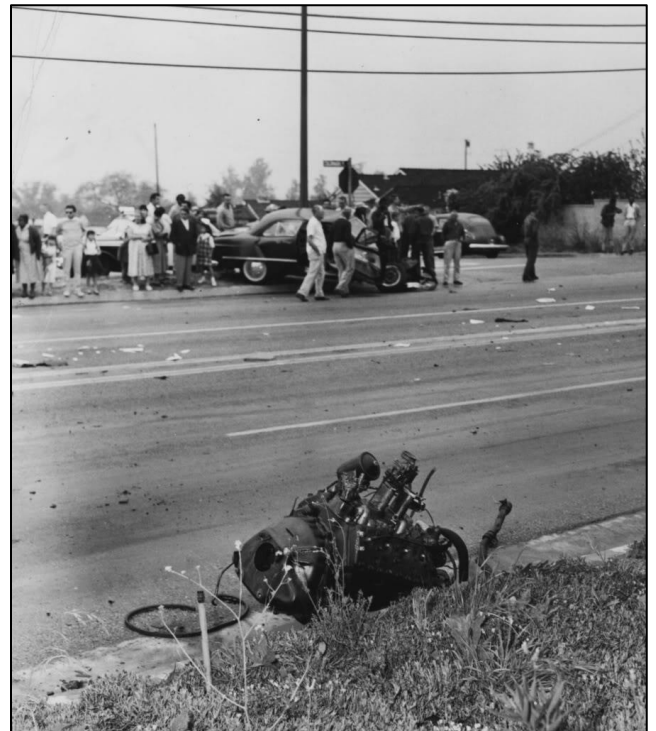


1950 Ford back seat FREE. Don't know if it's from a Tudor or Fordor. Good springs; enough of the original upholstery and padding remaining to cover with seat covers for a driver (but I don't think I would). Bought it to cut down for my '49, then found a seat at Carlisle. **Russ Brown**, 703-919-6011, dogbanner@gmail.com. (05/18)



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NVRG 2018 Calendar




December	
8	NVRG Holiday Gala
11	No Membership meeting or program in December
12	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
25	No Board of Directors meeting in December
January 2019	
8	Membership Meeting – 7pm – Nottaway Park. Program: Building the Replica Jamestown Settlement Ship Godspeed, by Jim Dillard – Refreshments: TBD
9	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
22	NVRG Board of Directors Meeting – Red, Hot, & Blue (Graceland Rm.), 4150 Chain Bridge Rd. (Rt. 123), Fairfax, VA 22030. Dinner at 6:30; meeting at 7:30. All are welcome to attend.
February 2019	
12	Membership Meeting – 7pm – Nottaway Park. Program: TBD – Refreshments: TBD
13	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
26	NVRG Board of Directors Meeting – Red, Hot, & Blue (Graceland Rm.), 4150 Chain Bridge Rd. (Rt. 123), Fairfax, VA 22030. Dinner at 6:30; meeting at 7:30. All are welcome to attend.

Down the Road



 December 8 – Holiday Gala

 January 2019 – More fun events coming your way!

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

NVRG Car of the Month
Cliff Green « 1940 Woodie



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