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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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*Stephanie Beavers - Editor*

## *January Member Meeting: Godspeed and the Replica Ships of Jamestown*

By Dave Gunnarson

At the first NVRG membership meeting of the year, a full house gathered to hear Jim Dillard's excellent presentation about the sailing ships at Jamestown and the construction and sailing of the replica Godspeed.



**Together at sea in 2007 for the first time since 1957.**

Unlike our members' ability to head to the Ford Archives to look up information, the team building a replica of a ship built in the 1600s had to rely on far less. Not many old ships remain because, as Jim explained, ship worms ate them up in three or four years and virtually no drawings remain from that time period!

# *Up Front with the President*

## *February 2019*



The recent blast of arctic air has certainly not been conducive to thinking about driving the V-8. We've probably been worrying about whether the antifreeze is still good. However, it's not too early to start preparing for the 2019 touring and driving season. No sense missing out on driving the early V-8 because of few minor issues. However, if your garage is unheated like mine, it definitely takes extra motivation to get out and lay hands on that cold metal. And the hands don't work as well in those low temperatures either.

While waiting inside for the weather to warm up, why not make a list of tasks that need to be done before hitting the road? Review the Ford Service Instructions, Ford parts books or other reference material. Consult with fellow NVRG members for advice. Order any needed parts. (If you only need a couple of small items, check with other members to possibly develop a combined order to save on shipping.) When the weather begins to warm a bit, you'll be ready to get to work. Recruit other members to assist if necessary. Our members have a tremendous reservoir of knowledge and are very willing to help solve problems to ensure our cars perform well and are reliable and safe. Now I just have to get organized and take these actions for my own projects.

The Nottoway House in Vienna, the site of our monthly membership meetings, will be a warm respite from the cold on Tuesday February 12. At this month's meeting, Ken Burns will be introducing us to an incredible resource: the National EFV-8 Club's newly released flash drive containing 50 years of V-8 Times issues in PDF format. Ken will explain why everyone should have one, demonstrate how to use it, and provide a real-world example of how such archival information has helped an NVRG member. I look forward to seeing you there.

Warm V-8 wishes to everyone,

*John*

2019 NVRG Officers and Terms	2019 Directors and Terms	Committee Members
President – <a href="#">John Ryan</a> (2019-20)	Membership – <a href="#">Gay Harrington</a> (2018-19)	Fairfax Show – <a href="#">Dave Westrate</a>
Vice President – <a href="#">Cliff Green</a> (2018-19)	Programs, Refreshments – <a href="#">Dave Gunnarson</a> (2019-20)	Tours Chair – <a href="#">Hank Dubois</a>
Secretary – <a href="#">Nick Arrington</a> (2019-20)	Webmaster, Property – <a href="#">Ken Burns</a> (2018-19)	At-large – <a href="#">David Skiles</a>
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	At-large – <a href="#">Jim McDaniel</a> (2018-19)	At-large – <a href="#">Mark Luposello</a>

## Replica Ships, cont'd.

Jim explained how designers studied period engravings for clues and made educated guesses. Divers uncovered information by performing underwater archeology on sunken wooden ships, and designers analyzed detailed clues from period ships raised from the seafloor such as the Mary Rose ([www.maryrose.org](http://www.maryrose.org)). In the 1600s, ships were built with no plans because everyone just knew how to do it. Jim related the story of how, in 1957, the designers of the first replicas of the ships confused the ships rating of tonnage with the amount of water the ship displaced. The result was that the 1957 ships were 1/3 smaller than they should have been. Oops! Since then, researchers realized the mistake, so the new ships are the actual size.

In his presentation, Jim took us through the process of building the replica Godspeed. Tri-Coastal Marine in CA prepared drawings and specifications and, in 2004, construction started in Rockport, ME, at Rockport Marine. One at time, ribs were hoisted up and connected to a massive keel board until the outline of the ship began to take shape.



Workers install a rib – now *that's* a big Woodie!

An awe-inspiring amount of exotic wood was used to create this ship. Cutting and shaping all the parts where each piece was unique was an amazing accomplishment. For example, it took three workers to run large pieces of wood through the shop band saw to shape some three-dimensional parts. Except for the size and scale, this process must sound familiar to club members who have made parts for their Woodies.



Shaping a part on the massive band saw requires three sets of hands.

Once the ribs were all in place, it was time to add inner and outer planking. To get a very long and thick board to follow the contours of the ribs, a large steam chamber was constructed. After steaming a board for up to 8 hours, the board emerged and a team of gloved workers hurried to position this heavy and hot enormous piece of wood into place and clamp it down before it cooled. Bronze rods were sledge-hammered into holes to attach side planking to the ship's ribs.



Steaming took place in a specially constructed "oven."



After a long time in steam, a hot board emerges from the oven.

Once the ship was mostly completed, it was carefully moved out of the barn and slid into the water.



Sea trials begin under full sail.

Once sea trials were completed, the ship sailed to Jamestown to become part of the educational fleet.



The Godspeed emerges into sunlight for the first time.

Some nonauthentic concessions for durability and function were made to the ship. Sails and ropes were fabricated from synthetic materials which look like original cotton and hemp but last far longer. Twin inboard diesel engines, electrical power, and a modern kitchen also make the ship more practical and safer.



One of the Godspeed's missions is education. While in port, crew members lecture about life aboard ship in 1600s.

Jim Dillard has sailed several times, once from Boston to Newport. Going through the Cape Cod Canal during high winds, fog, and waves, each person had a one-hour shift on the tiller, which was an exhausting affair. There's no power assist, so it takes brute force to keep the rudder in the right position to keep the ship pointed in the correct direction. It takes 3 paid professional sailors and at least 10 volunteers to sail the Godspeed. With multiple lines to identify and handle with each course change, it takes extensive training to qualify as a crewmember and know the name and location of every line. He also mentioned that the wind whistles through all the rigging in high winds, so the captain needs a booming voice to shout out instructions to the crew.

Jim also reminded us that 2019 is the 400<sup>th</sup> anniversary of the first elected law-making assembly in the New World, which convened in the choir loft of the Jamestown Church in 1619. If you head to Jamestown this summer for the celebrations, check out the Godspeed while you are there.

Thanks, Jim, for an educational and interesting presentation.



Jim inspects the Godspeed's construction progress.



Workers clamping steamed wood into place.

## New Car in the Club

by Bill Potter

In a 2013 issue of the Valve Clatter, there was a '34 Ford Roadster advertised by a Mr. Allen Ponton who I did not know at the time. After several trips to Charlottesville to closely inspect the car, I bought it and Allen and I have been friends ever since.

Over the holidays I went down to visit him and see his freshly restored '39 Ford convertible that I closely followed over a 2-year build. He found the car in Connecticut and it was completely rust free. Someone had taken it apart decades earlier so all of the sheet metal was easy to inspect. Allen proudly proclaimed that there was "not a pinhole of rust anywhere."



He did all of the paint work himself as well as install the new LeBaron Bonney leather interior and top. I could write several paragraphs about the engine that he personally and professionally rebuilt but, suffice to say, he incorporated a few upgrades along the way. The transmission gears are close ratio Lincoln; the brakes are Lincoln and I supplied the Columbia 2-speed rear.



It was a beautiful sunny day, so Allen asked me if I would like to go for a little spin. He didn't have to ask twice. With the touch of a button, the powerful, supercharged flathead roared to life and we were off. With radial white walls, the car tracked flawlessly – there was zero vibration, body noise, or wind noise. He reminded me that everything is new.

We took a leisurely 40-mile cruise going west out of Charlottesville through scenic Albemarle County. The stately old mansions along Route 250 are even more visible this time of year with breathtaking scenery everywhere. Since he's still breaking in the engine, Allen resisted the temptation to put his foot in it; but once back on dual lane Route 29, the car, even at part throttle, easily kept up with traffic.

Allen likes living where he does – and he likes it a lot. He would just as soon avoid traffic-choked Northern VA, so, if you ever want to see his car, you will probably need to head south. Besides, it's a beautiful drive down Highway 29.

PS: Yes, Virginia, the club is changing. Sometimes change is hard to embrace, but we should all learn to try ;)



## BOOK REVIEW

Book Review: *From the Rear View Mirror*  
By Cliff Green

Back in 1966, when I became interested in old Fords as a means of transportation, you could go to the junkyards in Manassas and Fredericksburg to find most anything for the '48. This included sheet metal, brake drums, seats, etc. But, for

accessories, one had to go to the flea markets to find the radios, grill guards, and NOS – new old stock – parts. Except I had a source in Arlington, TX, that carried NOS just about everything.

As an airline pilot with American Airlines, I had crew layovers in Dallas five times a month in the early '70s, and took a city bus to Jim's New Parts for Old Fords, owned by Jim Phillips. I was restoring my '40 Woodie at the time and Jim's was the source of items that are now being reproduced, like door handles, windshield wiper stanchions, stainless, hubcaps, etc. During my weekly visits, I became friendly with Jim and his wife Cindy and hung out helping around the store with inventory. Some of my purchases, like a tailpipe and a complete '40 grill assembly, would not fit in the cockpit, so they were relegated to the belly of the aircraft.



Complete grill assembly for \$80 in 1969 from Jim Phillips

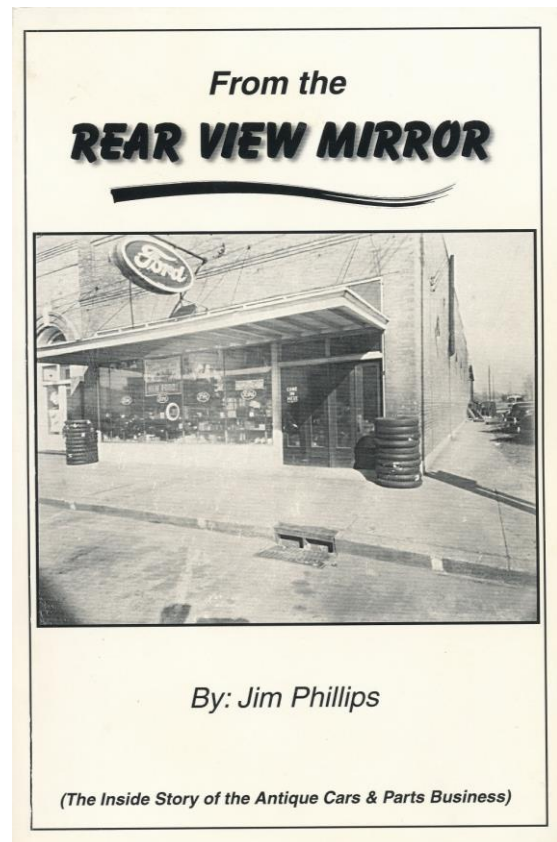
In 2003, Jim wrote and published a short book about his thirty years searching for old Ford parts and cars that everyone said no longer existed. *From the Rear View Mirror* is the inside story of the antique cars and parts business. Only 216 pages in 39 small chapters, Jim relates, in a humorous and descriptive verse, his experiences searching the small-town Ford dealerships for the "treasure trove" of obsolete inventory. His tales about the difficulties with the parts managers to get to see the inventory when they insist "there is nothing there" is a study in tactics. Jim's wife usually was the persuader. They traveled though the Southwest and South and experienced different relationships in the different regions. Jim also bought and sold early Ford cars that he found in his travels –

the "barn finds." These discoveries are entertaining in themselves. Jim bought and sold over fifty 1940 Fords which were his favorites.

I was always singing the praises of Hershey to him and how he had to go and experience THE event. He writes in the book how he did go and was very successful selling everything that he brought. Much was written about the weather! Jim continued to experience Carlisle and Hershey for years.

He writes about how the bubble burst in the business with the increase in gas prices and the advent of classic car auctions, and repro parts – and the demographics of the hobby. He also is amazed about the obsolete parts business in car crazy California relative to Texas and the bounty of dealers there big and small. In all his years in the business, his most success in selling was at Hershey and Carlisle!

This is a short and fun read of the times when NOS parts were scrounged and then made available to the restorers. I shall circulate this read among the membership. Email me if you are interested and I will put you on the list (just like the library).



## Rare 1938 Ford Standard Roadster Owner Needs Help

By Trevor Poulsen – Australian Contributor

Hi there,

Graham, a fellow Early Ford V-8 Club member, has just purchased a very rare 1938 Australian right-hand drive Ford Standard Roadster.



The problem is that the chassis (frame) is very, very rusty and he needs a replacement one.



He would prefer the chassis to be a '39 model, as he would like to change to hydraulic brakes. It would be best if a suitable chassis could be found in Australia, as it would be right-hand drive; however, if a good one can be found in the United States, he is familiar with shipping cars from there, so that would not pose too much of a problem. While the car came with a grille, it is bent and some pieces of chrome trim strips are missing. A nice replacement would be great.



Another sad item is the side hood panel on the left side. But, if a pair were available, he would take the pair.



The body is going to be a challenge. The rear section is very rusty, as you can see from the photos. Graham is going to have to handmake a new floor, as it is nonexistent. So, a good floor would also be very welcome.







Down the track, he may need other parts, but locating these would be a great help.

Graham just purchased a car from the United States, so any parts he were to purchase for the roadster could ship in the container with that car.

Can anyone on my email list help? I will forward any emails I get on to Graham, and he can phone you up.

Regards, Trevor

Email: [TPOU8669@bigpond.net.au](mailto:TPOU8669@bigpond.net.au)

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### Woodie Window Minutia

By Ken Burns

Just before Christmas, I got an email from Fred Killian, the national club's 1941-42 advisor, asking for a little insight into "window bugs" on 1941 Woodies. He was comfortable about window bugs that are common across all passenger cars, but he wanted to know about the window bug location on the station wagon-specific glass panes. Those are the rear doors (2 sliding panes per "door," the rear quarter panel glass (2 sliding panes per quarter panel) and the 2 panes in the lift gate. In case you're into '39-42 Ford Woodie minutia, you probably don't care that the '41 Woodies have more panes of glass than any Ford passenger vehicle that I know of: 2 windshield panes, 2 vent window panes, 2 front door window panes, and the 10 panes mentioned above, for a total of 16 panes.



1939: no vent windows and single pane in lift gate = 13 panes



1940: still no vent windows, lift gate now 2 panes = 14 panes



1941 has 16 panes of glass – the winner and still champ!

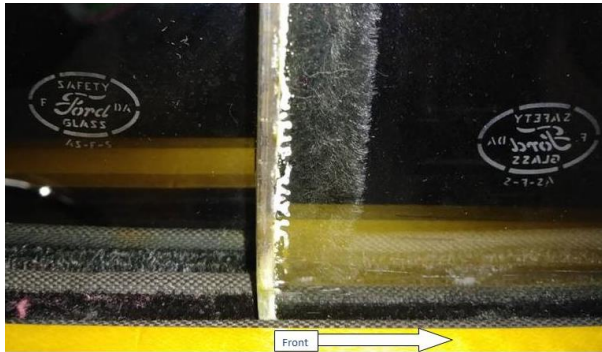


1942-48 – roll-up windows in the rear doors = 14 panes

As some of you may recall, I did a program on window bugs back in mid-2016. I told Fred I'd be happy to help him out since I figured it would be pretty easy; just go out and look at the windows in my black Woodie. All the glass was original when I bought the car even though some of them were cracked. Being a pack rat, I kept the cracked pieces of glass when I had new ones cut – for future reference and so I would know where to place the window bug stencil. We've all heard that Ford only made one set of engineering drawings for parts – a right-side drawing. The **Carleton Glass Observations On "Bug" Placement** sheet that came with the window bug kit states, in part: "the 'Bug,' placed in the lower rear corner of the right hand door glass, reads correct from outside the vehicle on the passenger side, yet the same glass, used on

the driver's side would read normal from the inside of the vehicle." This will be a piece of cake, I thought. Well I obviously was wrong.

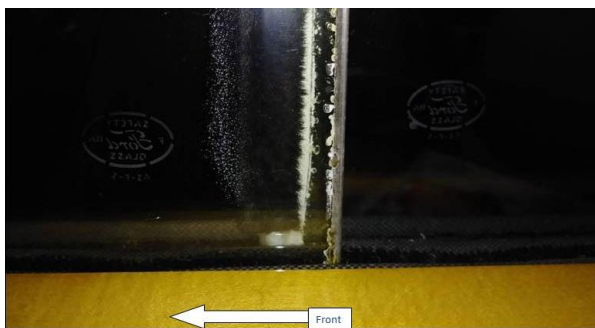
After checking my windows I found the info above not to be true. Just to be sure, I went over and checked out Hank Dubois' original '39 Woodie, and it confirmed what I found on my Woodie: the sliding glass panes can have "bugs" in either the lower left corner as expected or the lower right corner. The one thing that is consistent is that the sliding glass in the rear doors have the "bugs" adjacent to the center of the opening.



Ken's right rear door. Both "bugs" are located in the lower right corner of the pane.



Hank's right rear door. "Bug" placement is the same.



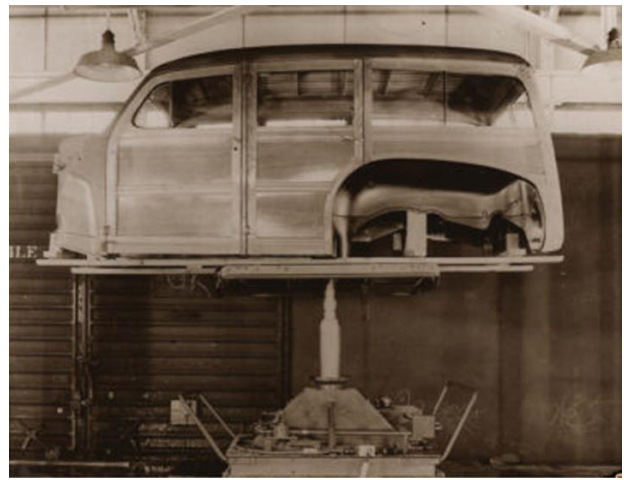
Ken's left rear door. The forward pane is in the "expected" location, while the rear pane has the "bug" in the "abnormal" location.



Hank's left rear door. One "expected" and one "abnormal."

The "good news," I guess, is that the 2 rear quarter sliding glass panes conform to the expected convention of having the bugs in the lower rear corner of the pane. They read correctly from the outside on the right side and backwards from the left side. Both lift gate panes on my black Woodie are "bugged" in the lower left corner. The bugs are adjacent to the lift gate center post and the right pane reads correctly from the outside while the left pane reads backwards.

I have absolutely no idea why this happened. It can't be that some assembly plant might have operated differently, because all Woodie bodies were built exclusively at Iron Mountain from 1939 to 1951.



A finished body being transported for loading into a box car for shipment to an assembly plant. Notice the rear quarter panel glass is clearly visible.

So, what's the takeaway here? Just as you can "never say never," you also never want to say, "Ford always did it this way."



**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) (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



**1947 Ford 1.5 Ton Truck:** Restoration recently completed. Frame has been stretched by 20" to give a wheelbase of approximately 178". Wooden bed is 12' long and has enclosed sides with a tailgate. Has a Rebuilt Dennis Carpenter engine, LeBaron Bonnie interior, and all new wiring, glass, and gaskets. Four-speed transmission with Eaton 2-speed rear axle. Electrical system converted to 12-volt negative ground (can use modern accessories). Right-hand tail light added (originally only had left tail light). Turn signals added. Period and period correct Ford heater. NOS front fenders, running boards, head light rims, parking light rims, and door handles. Equipped with Waldron stainless steel exhaust system. Rear view mirrors are correct (shaky) original style. Also comes with original fenders, running boards, and 2+ spare engines worth of parts. Has a clear MD title and can supply notarized bill of sale. Located in Monrovia, MD. Asking \$15,000 (or good offer). **Luke Chaplin**, 4016 Lynn Burke Rd., Monrovia, MD, 21770, 301-865-5753, [lukechaplin@comcast.net](mailto:lukechaplin@comcast.net). (1/19)



**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](mailto:aatnneck@gmail.com). (11/18)





**1955 Ford Thunderbird:** raven black exterior; automatic transmission; hardtop; 62k 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. (11/18)



**1946 or 47 Ford Pickup:** Our British member Colin Spong found this pickup in Luray; for sale for \$1500. No title, seems complete but rusty. Might be of interest 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. **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)



**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**

**Black and Decker Valve Grinding Machine**, \$150. **Steve Groves**, 301-530-7411 before 9:00 PM. (2/19)

**1951 Ford NOS Headlight Switch**, including the bezel. \$50. Call **Bill Simons** at 202-776-5030. (2/19)



**1934 Front Seat Cover for Ford Roadster or Pickup.** New LeBaron-Bonney cover still in box. \$300 (cost \$600 new from LB). Call **Bill Simons**, 202-776-5030. (2/19)

**Ford front bumper-mounted grill protector with Ford logo.** Believed to fit a 1940 Ford but not certain. Photo is of a similar one on Clem's 1940 Merc. His says "Mercury" and this one is stamped

with the script "Ford." Contact Clem for details and exact measurements. \$50. **Clem Clement** at [clem.clement@cox.net](mailto:clem.clement@cox.net). (2/19)



**Shocks: Used, clean, fluid full:** 1939 rear pair (weak) \$80; 1939 left front \$50; 1946 right front \$50 (base modified for '39 size as well); 1946 set of four, \$200; 1933-34 pair, \$100. Contact **Clem Clement** at [clem.clement@cox.net](mailto:clem.clement@cox.net). (2/19)

**1949-51 Ford Radiator.** Has been recored and is in excellent condition. \$100. Call **Bill Simons** at 202-776-5030. (2/19)

**1939 Ford pickup used radiator.** Frame Okay. I suspect radiator could use a rodding. \$100. **Clem Clement** at [clem.clement@cox.net](mailto:clem.clement@cox.net) or 703-830-5597. (1/19)

**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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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 Pickup BED wanted.** Complete bed assembly needed. If you have a bed, or parts of one, call Long Island Club member **George Vitaliano** at 914-664-5040 or email his wife Nancy at [nancyvitaliano@icloud.com](mailto:nancyvitaliano@icloud.com). (1/19)



**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](mailto: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](mailto: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](mailto: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](mailto:Jeberly4@comcast.net). (07/14)



## **PARTS & ACCESSORIES FREE**

**Free - Pair of Water Pumps for a 1951 Ford 8BA 239ci V-8.** I replaced them thinking they were part of a heating problem. It proved otherwise after I had installed new ones, so these are now a good spare set. Yours for the taking if you can come get them in Front Royal. These would be good for cores to trade in to Skip Haney for a rebuilt pair. Call **Al Edwards** at 703-408-8372. (2/19)



**1940 Ford Headlight Housing:** In rough shape, but the price is right (free). **Benny Leonard** at [benshar100@gmail.com](mailto: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](mailto:dogbanner@gmail.com). (05/18)

### UPDATE

'34 Tudor Oil Leak Fixed! (Maybe)  
By Mr. Torque

Those of you who went on our fall weekend tour to the Urbanna Oyster Festival will recall that I drive my 1934 Tudor on that trip. It was my first road trip since installing my newly rebuilt 1936 engine that I bought from the estate of former club member, SL Ross. The engine ran strong during the whole trip with one exception. I had a serious engine oil leak dripping out of the small drain hole in the bottom of the oil pan. It is an emergency outlet for oil coming from the back of the engine and it is kept open by a loose cotter pin. In a freshly rebuilt engine there should be no leaks, but I had a steady drip of oil from that hole while the engine was running. I was losing a quart of oil every 125 miles! I kept hoping that after a couple

of hundred "break-in" miles, the problem would solve itself, but, at 500 miles, I could see that was not going to happen.

After returning home from the tour, there was only one thing to do: remove the engine again, (UGH,) and take it back to the rebuilder. My greatest fear was that he would look it all over and say he could see nothing wrong. Fortunately that didn't happen. What he found was a miniscule hairline crack in the oil pump drive gear cover that was probably the culprit. I say "probably" because it has not been tested. With the help of Hank Dubois, we reinstalled the engine last week. The gear cover has now been replaced and I am in the process of installing and reconnecting all the various engine parts. When the weather clears up, I am anxious to take it out for a test run, keeping my fingers crossed the whole time. Stay tuned!







# NVRG 2019 Calendar



February	
12	<b>Membership Meeting</b> – 7pm – Nottaway Park. Program: V-8 Times on a Stick, by Ken Burns – Refreshments: Clem Clement
13	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30am. Questions? 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> .
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> – 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.
March	
9	<b>Chesapeake Region AACA Swap Meet</b> – Howard County Fairgrounds, Route 144, West Friendship, MD. 7am to 3pm.
9	<b>Mason Dixon Gas Automobilia Swap Meet</b> – Frederick County Fair Grounds, Frederick, MD.
12	<b>Membership Meeting</b> – 7pm – Nottaway Park. Program: Bonneville Speed Week, by Warren Barbee – Refreshments: TBD
13	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30am. Questions? 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> .
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
22-23	<b>Sugarloaf Mountain Region AACA - 49th Annual Auto Parts Swap Meet</b> – Carroll County AG Center, 706 Agriculture Center Dr., Westminster, MD.
26	<b>NVRG Board of Directors Meeting</b> – 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.
April	
9	<b>Membership Meeting</b> – 7pm – Nottaway Park. Program: TBD, presenter TBD – Refreshments: Andy Koerner
10	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30am. Questions? 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> .
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Down the Road	
	 More fun events coming your way!



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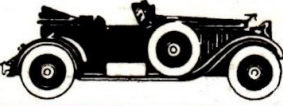
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SECTION	COORDINATOR	EMAIL
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Monthly Meeting Report	Dave Gunnarson	<a href="mailto:gunnarson@verizon.net">gunnarson@verizon.net</a>
Tour Report	Hank DuBois	<a href="mailto:handcdubois@verizon.net">handcdubois@verizon.net</a>
Event Calendar	Bill Simons	<a href="mailto:bsimons@rustinsuranc.com">bsimons@rustinsuranc.com</a>
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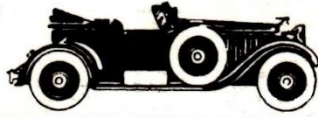
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