



**Northern Virginia Regional Group**

[www.nvrg.org](http://www.nvrg.org)

# Value Clatter

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*Early Ford V-8 Club of America*



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

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*Stephanie Beavers - Editor*

# March Member Meeting: 2018 Bonneville National Speed Trials

By Hank DuBois, with photos by Warren Barbee and Dave Gunnarson



The program for our March membership meeting was “Bonneville 2018” with member Warren Barbee and, considering the number of members at the meeting, it looked like there was definitely some racing interest in the club! Warren is a true Bonneville enthusiast and has been attending the speed trials since 1980 as a spectator, writer, reporter, and participant. He’s entered and driven a car 14 times on the salt with a best speed of 214 MPH in a Chevy Camaro!

# *Up Front with the President*

## *April 2019*



All good things must come to an end.

The Fairfax County Parks Department has notified us that the Hunter House will not be available to us in 2020!! Apparently, the facility is being converted to other purposes – we don't know exactly. We have held our monthly membership meetings there since at least the 1980s. It has been a convenient and comfortable meeting venue at relatively reasonable cost.

Over the next few months, your board of directors will embark on a major effort to find a new, permanent location – hopefully one with the same level of amenity as the Hunter House. However, we vitally need input from members, as you are very likely aware of facilities in your own neighborhood or nearby that might be suitable. These could be facilities of fraternal organizations, churches, community centers, etc. There is no need for you to inquire about availability or cost, just let us know about the facility name and location and we'll take it from there. Please [contact Cliff Green](#) with your suggestions.

The next major NVRG activity is the annual Spring Poker Run on Saturday, April 27th. This is often the first chance to get the V-8s out of the garage and onto the open road touring the beautiful Virginia countryside. The Calendar in this issue has more detail.

At this month's membership meeting on April 9th, Dave Gunnarson will inform us about "Ford Fairs of the Flathead Era." Dave will discuss Ford's participation at various Expositions and Fairs during the flathead era. Through photos and memorabilia, Dave will give us an idea of what the experience was like for attendees at these events and how it helped influence general opinions about the Ford Motor Company. I look forward to seeing everyone there.

Best 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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	Past President – <a href="#">Joe Freund</a> (2019-20)	At-large – <a href="#">Jim LaBaugh</a>
	At-large – <a href="#">Jim McDaniel</a> (2018-19)	

Warren was raring to go and had the room “decorated” with a half-dozen poster-size sheets showing the various body style and engine displacement, induction and fuel categories that are run at Bonneville, as well as a couple of Bonneville promotional posters. He started the program with a brief review of racing history at the Bonneville Salt Flats. He touched on the early racing feats of aircraft engine-powered cars, including the “Bluebird” driven by Sir Malcolm Campbell which set a world speed record of 300+ MPH at Bonneville in 1935, and then focused on the organized racing of wheel-driven vehicles, primarily automobile, truck, and motorcycle engine-powered racers that started with the first Bonneville National Speed Trials held in August 1949. That event was (and still is) organized and conducted by the Southern California Timing Association (SCTA) and it followed in the tradition of dry lakes racing events which had been going on for decades, primarily on California’s dry lakes. The event was announced only a few weeks before its scheduled date, so only about sixty cars actually showed up to race, though many more, particularly from the East, had registered, hoping to attend but were ultimately unable to be there. Record times set at the event ranged from 92.87 MPH for a Competition Coupe to 189.745 for a Class C Streamliner.



In 1950, there were about 200 racers at the second annual Bonneville event, and that number increased annually until a few years ago when over 600 entries were raced. Numbers have been going down since then and, at Bonneville’s 70<sup>th</sup> Anniversary in August 2018, approximately 300 racers were there. In the early years, virtually everyone who went to Bonneville went to race, and only racers and their tow and push vehicles were to be seen. Now, in addition to the racers and their support vehicles, many traditional hot rods and customs attend, driven to the event by spectator enthusiasts, and they provide a visual bonus to event attendees. Warren showed us images of some of these and specifically mentioned seeing some traditional hot rods from the Rolling Bones Hot Rod Shop in upstate New York which are characterized by their severely chopped roofs and low front ends with wishbone mounted springs.



**Rolling Bone Coupes on display**



**Spectators Bonneville Ride**

Currently, Bonneville has four straight line race courses: a seven-mile course, a five-mile course, and 2 two-mile courses. Racers compete by class and there’s a myriad of classes determined primarily by body style and engine displacement, induction, and fuel used. Body styles include sleek Streamliners with enclosed wheels, Lakesters with open wheels, Roadsters, Competition Coupes and Sedans, Sports Cars and Race Cars with multiple classes within each body style (or variation thereof) according to engine



displacement, induction and fuel. Warren showed us images of racers within each body style, including a number of vintage racers, mostly in the Roadster, Lakester, and Competition Coupe and Sedan classes. Included were some open-wheeled "belly tank" Lakesters and some Roadsters which have been campaigned extensively over the years at California's dry lakes and at Bonneville.



**Streamliner**



**Belly Tank Lakester**



**Gas Roadster**



**Competition Coupe/Sedan**

Warren's favorite class is Street Roadster and cars in this class must have the necessary equipment to make them "streetable," like headlights, tail lights, horns, etc. Three years ago, Warren acquired and resurrected a vintage Street Roadster that he found in California and he showed us images of it. 357 D/STR is a red '26 T Roadster with an aluminum hood that has been campaigned with a Chevy engine but will soon be retrofitted with a Ken Kloth flat-head. Kloth is known to flathead racing fans for his flathead-powered '49 Merc Production Coupe which he drove to a class record speed (which still stands) of 140.551 MPH in 1991.



**Warren's Salt Flat Racer**

The 2018 Bonneville National Speed Trials ran from Friday, August 11, to Saturday, August 17, and, according to Warren, the weather was great for racing – hot and dry. When asked how hot it was, he said temperatures reached 116 degrees and it was hot enough to make your sweat sweat! Some of the highlights and items of interest noted by Warren during the trials were:

- Two local vehicles were sighted: a Shenandoah Valley six-cylinder '60s Ford Pickup (with a '60s Ford Pickup support vehicle) that was being raced and a hot rod Model T Coupe from the Eastern Shore driven by a spectator.



**Eastern Shore Spectator**



**All the way from Shenandoah Valley, Virginia**

- Eleven runs of over 400 MPH were recorded.
- Danny Thompson (son of Mickey Thompson) pushed his dual Chrysler hemi engine fuel Streamliner to 450 MPH.



**Danny Thompson's Challenger 2**

- A 301.150 MPH run by Dave Davidson in the "World's Fastest Highboy Roadster," a '34 Ford powered by a Keith Black Chrysler hemi on fuel.



**World's Fastest Highboy Roadster**

- Quite a few flatheads (with fuel injection, blowers, etc.) were being raced, and there were also a number of "bangers" on the salt. Both of these are typically found in the vintage Roadster classes but are also seen in other classes such as Streamliner. Probably the most unusual flathead-powered racer there was an open-wheeled '32-'34 Pickup sans bed but with dual flatheads!



**Dual Flatty Pickup**

- The great number and variety of hot rods and customs driven to Bonneville by spectator enthusiasts to see the racing and to show off their cars. These cars can be seen in the public parking area near the pits and in Wendover, Utah, where the nearest, but minimal and expensive, hotel and motel accommodations are located!



**Custom 1936 5 Window Coupe**



**Model A/V8 Hotrod**

- The variety of service and support, transport, and push/tow vehicles that are seen on the salt and in Wendover, and the variety of camping vehicles, tents, etc. seen in the "Bend in the Road" camping area located adjacent to the racing areas.



During his presentation, Warren referred to the movie entitled "The World's Fastest Indian" as a pretty accurate portrayal of racing at Bonneville. The movie is the true story of New Zealander Burt Monroe's trials and tribulations in getting to Bonneville in 1962 to race his 1920 Indian Scout motorcycle that he had extensively modified and raced over a forty-year period. He set a world's record for his class that year, improved it over the next few years, and then set a record in 1967 of over 180 MPH that still stands today. I had never seen the movie so I checked YouTube and, lo and behold, it's there free for the viewing. I really enjoyed it and recommend it, whether or not you're interested in motorcycle racing – it's that good!

All in all, our March program proved to be very interesting, even for members who are not into racing per se. Warren's extensive knowledge of Bonneville racing, his obvious love for the sport, and his willingness to share it with us combined to make this a really fun evening. Many thanks, Warren!

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### **AMELIA ISLAND CONCOURS D'ELEGANCE (The 2019 Version)**

*By Bill Simons*

For the sixth straight year, Liz and I joined David and Norma Blum for our trip down to Amelia Island, FL, for the numerous classic car auctions and the Concours D'Elegance. We always book the same nonstop flight to Jacksonville, pick up the rental car, and drive the 45 minutes to our rented condo, stopping on the way at a Walmart to load up on breakfast food and drink. Thanks to Norma's great online research, our condo was right on the beach next to the Ritz Carlton where we could see many of the auction cars right from our balcony.

Thursday morning, we paid \$30 to enter the Bonham's auction that included a nice hot breakfast. We saw lots of very interesting cars including a large number of Porsches, Lamborghinis, and Bentleys. There were no cars at Bonham's that would qualify for our Early Ford V-8 Club.

Across the road from Bonham's for the first time was the Russo and Steele auction. Another \$30 got us in to view their auction cars and, again, there were no early Ford V-8s.

On Friday we visited the Gooding's auction where, yes, for another \$30, we were able to view their cars going across the stage with a live auctioneer. Another large number of Porsches of all years and styles were being sold. In fact, the Porsche Werks Club held a huge rally on a nearby golf course where there must have been 300–400 Porsches lined up on both sides of the fairway. It was an amazing sight if you were a Porsche fan, but there was not a Ford or Mercury V-8 in sight at Goodings.

Saturday was the RM Sotheby's auction at the Ritz, where a number of high value foreign and American cars were gaveled to new owners. The top price was \$2,205,000 for a 1965 Ferrari 275 GTB! Later in the day we took the free shuttle bus to the Omni Hotel to view the cars to be auctioned off by Hollywood Wheels. This turned out to be most interesting. It seems that Hollywood Wheels was not getting enough traffic down to their auction over the past few years due large traffic jams, long lines of cars, and very limited parking, so they decided to try something new this year. They had their usual room at the Omni Hotel filled with their auction cars and, for a \$200 registration fee, you could bid online for any one of them. The cars were mostly American made from the 50s and 60s and we were particularly interested in three that were Ford V-8 products. The first was a maroon '36 Ford Phaeton that appeared to be in #1 condition for \$45,000 to \$55,000.



Next was a Cayuga Blue '41 Sedan Delivery, frame off restoration, at that same price range.



Lastly, was a Dove Gray '39 Mercury convertible with a 2-speed Columbia. It was described as a "cosmetic restoration" with a price range of \$50,000 to \$65,000.



As we were giving it a detailed look-over, an auction employee came over and offered to waive the \$200 registration fee if we wanted to bid. We asked, and were told, that there was no opportunity to either drive the cars or even start up the engine. The Hollywood Wheels website shows that none of the three was sold.

Sunday was Concours day and it was a perfect 75 degrees in bright sunshine. The usual high-end exotic cars were present including Rolls Royces, Duesenbergs, Packards, and a few Lincolns. We agreed that there seemed to be more open space on the show field this year which meant there were

fewer show cars. It was a great five days with beautiful weather and amazing cars, even though our models of Fords and Mercurys were almost nonexistent.

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### Fixin' Uncle Raeman

By Clem Clement

Sometime last year, my 1939 Ford Pickup, named Uncle Raeman, became harder and harder to start. I replaced the fuel pump, rebuilt the carb at a GWC small parts work day, cleaned plugs, cleaned the wire connection, kicked tires, and wound the clock. It would start after a while with priming and runoff, but not like it should. Life kept getting in the way as well. My Model A, Smokey, was running fair-square so I went places in Smokey – not that last summer had a lot of good show days from the wet weather. My '40 Merc made a fine showing at Sully and the Fairfax show on Labor Day. Smokey did a day at the December Fairfax Museum show. A trip to Wales and the heavy load of Christmas model train shows took me away from Uncle Raeman. This year so far, I have been slowed down with aches and pains and no energy.

Cliff and I got to talking and then it was his turn to be slowed down. Near the end of February and beginning of March, we both found some energy, and Cliff agreed to come by and fool with the ole Ford a while.

I had several uncles, one of whom was Uncle Raeman. He was my "mechanicing" uncle who the draft board passed because he was the mechanic of his home of Mickleton, NJ, and who rebuilt the farmer's tractors and anything mechanical that got broken. My hero.

When the '39 truck came my way, Cliff set up the distributor and coil, threaded the ignition wire through its steel tubing, rebuilt the carb, and was tech advisor on the rig. With Cliff's solid advice, the truck sports "Skip's coil and water pumps." Thank you, thank you, thank you!!!

Cliff came by and we beat on some tin. Not much success as there was no spark to the plugs. The second time we could not get a spark from the ignition wires to the plugs and we began testing. It was frustrating. Cliff took a spare distributor and coil home to recheck them. Although I had charged the battery for four hours, the engine would not turn over. Turns out I had properly charged the battery

for four to five hours, saw the charging rate went down over time but, dumb old me, I did not touch the starter switch. The battery would not hold a charge. So, yesterday, Fairfax Auto provided a new battery. This time we got after it really hard. The engine cranked but did not fire. Cliff bypassed the resistor and fed the distributor six volts. The result: instant start. I had not experienced a quick start in years.

I had cleaned the ignition switch several years back but still got a low voltage check. Not super, but useable. We messed with the coil resistor and found the pass-through voltage was 1.7 – not enough to fire the coil (it should have been 3.1 or so). But the resistor got hot, so we knew its wire did not have a break. I had a junk box resistor and we tried that with the result of zero voltage or heat, so it is junk. (Later I inspected it and the end tab was separated from the resistance coil.) Since the installed resistor got hot but did not allow enough voltage to build, we removed the resistor coil off the fiber block and I cleaned both sides of the coil connection tabs and the brass studs on the original resistor. After the re-assembly was done, the truck happily fired up instantly.

Did I mention that the headlight fuse on the pad was a solid ¼ bolt shaft? That's not gonna blow out ever. I used to wrap tinfoil from Wrigley's chewing gum over my light fuses to get through Jersey inspection and also to temporarily fix the brake light circuit in a dead short. So, when asked to show my brakes lights, I waited until the inspector shouted again to hit the brakes, as he was watching from behind the car. The lights flashed on then the fuse burned out... inspection passed!

Lessons learned:

1. After charging the battery, try it.
2. Keep electrical connections clean.
3. Consider trickle charger.
4. Have a talented good friend like Cliff around...

### **Clem's Ignition Summary**

*By Cliff Green*

In troubleshooting Clem's '39 truck with a 59AB, I could not get a voltage reading off the coil, as the battery was not charged. With the point open, you will get battery voltage – closed, voltage from the resistor. Thus, the battery must be fully charged at 6.4 V because you get a voltage drop across the ignition

switch (minimum of 2–4 Volts) plus the reduction in the resistor. You need more than 2.0 volts at the coil to start. I had taken the distributor off to tune it up earlier and the coil was rebuilt by Skip and the condenser was checked out with a meter.

Clem bought a new battery and we bypassed the primary circuit by jumping the coil directly to the battery, providing the full 6.4 V – Spark! Thus, the issue was either the ignition switch or the resistor. By reading the voltage in back of the switch between the batt and the ignition posts, there was a drop of .5 Volts, which was acceptable. Now, the resistor output was 1.7 volts! Ahh, here was the culprit! While I removed the resistor from the fiber board, Clem found another replacement – it showed no reading at all – dead! The original resistor was given the wire brush treatment and checked, and showed promise and after using jumper wires to attach it to the circuit. Ta-da – the engine started!

Now, this was my first experience of the ignition resistor going bad. Corrosion was the problem, causing higher resistance and dropping the voltage. Usually, the culprit is the ignition switch. Thus, the lesson here is to clean *all* terminals including inside the distributor!

According to the Fordbarn forum, when asked: Why does the Model A not need a resistor? Different coil is one reason. The V-8 coil was designed to use a ballast resistor because there are advantages to using one. The resistance changes as the resistor heats up, providing a higher voltage at startup and a lower voltage as it is running. The coil is designed to work with this to improve starts among other things. [cc.]

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### **A Fond Farewell to My '41 Lincoln**

*By Don Pauly*

In 2004, an ad in Hemmings Motor News described a very interesting car for sale. It was a 1941 Lincoln Continental Coupe said to have been originally sold to Mr. J.C. Penney by Edsel Ford himself.





Furthermore, it was equipped with a Borg Warner overdrive and a Columbia two-speed rear axle. It had been completely restored at great expense while owned in the 1990 era by Harold Via of Charlottesville and, after a few other owners, was now in the White Glove Collection of Lacrosse, WI. I had always thought that year and model to be the most beautiful car ever built in the USA.



After checking with Mr. Via, who assured me of the very high quality of the restoration, I bought the car sight unseen. I was very pleased with its beauty and condition when it arrived at my home in Leesburg. Throughout the past 14 years, I greatly enjoyed driving the car to shows. It always drew a lot of attention from the public and earned many trophies from judges. Vern Parker featured it in one of his nationally published newspaper columns on antique cars, which then brought me much correspondence questioning the car's performance with two overdrives.

My left knee replacement surgery in November 2018 made driving a stick shift car very difficult for me, and the planned right knee replacement in March 2019 would prolong the problem. So, when I turned 89 in January, my wife, Marge, and I began to realize that downsizing must soon begin and, to do that, the Lincoln should be the first thing to go. That would free us from the need for our now too-large home and its attached three-car garage. But, in keeping with my tendency to procrastinate, I did nothing. Then, in February, I was surprised by a phone call from Harold Via. He asked if I still owned the Lincoln. I said yes. Then he asked if I would consider selling it back to him. After only a few seconds of hesitation, I said yes. He came to my home, saw the car, and I started that wonderful V-12 engine.

Within ten minutes we agreed on a price that pleased both of us and three days later the car was transported to Charlottesville in an enclosed trailer. It is now "home" again in the Via collection.

I plan to continue participating in Club events, but I will be driving a modern car with an automatic transmission. I will never forget the joy of being the proud owner of a 1941 Lincoln Continental.



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### **Sugarloaf Mountain AACA Swap Meet**

*By Hank Dubois with photo by Dave Gunnarson*

Eight NVRGers made it up to Westminster, MD, on Saturday, March 23, for the second day of the 49th Annual Sugarloaf Mountain AACA Swap Meet. Present were Dave Gunnarson, Bill Simons, Jason Javaras, Bill Selley, Ken Burns, Leo Cummings, Dave Skiles, and Hank Dubois. This event is held in the Howard County Agricultural Center, which is a huge building and perfect for an early Spring event like this when the weather can be anything but cooperative.

The space was well filled with vendors, mostly individuals, but with the usual commercial tool and supplies vendors. We got there around 8:45 AM and agreed to meet at the entrance to the building at 11:00 AM to head back home. This proved to be plenty of time as there was very little in the way of V-8 goodies to be found at this event. There was a bit of it but, in addition to a little Model A stuff, mostly what we saw was automobilia (including lots of toy cars) and other collectibles, Chevy stuff (mostly '55-'57), some Olds and Mopar stuff, quite a bit of performance/street rod stuff, and the usual Chinese tools and other supplies. There were also a half-dozen cars for sale around the outer edges but only one V-8, a nice blue '51 Victoria for \$15,000

which seemed like a pretty good deal.

Our group didn't buy much but didn't go away empty handed either. Dave Gunnarson managed to find a NORS distributor rotor for his '35 truck with a used condenser thrown in; Dave Skiles got a deal on a nice correct set of '30 Model A hubcaps; Bill Simmons found a colorful tin sign featuring a '49 Woodie (of course); Bill Selley latched onto a rubber pad to save his knees when he works on his Mini Cooper; Jason, Ken, and Leo (I believe) found some tools/supplies they need; and I walked away unscathed, although I was tempted by a repro vintage license plate topper.



Swap Meet guys with '29 A hot rod - Hank can't keep his eyes off the hot flathead



"I'll be ready for church after I mow another acre!"

COMING SOON!



## 18<sup>th</sup> Annual NVRG Poker Run Saturday, April 27, 2019

9:00 am - Meet at Fair Oaks Mall at our usual spot across the mall perimeter road from the Marriott Hotel. After a short briefing and distribution of route directions, trivia questions, and poker cards for the 1<sup>st</sup> leg of the run, the first V-8 will depart with the remaining V-8s departing at approximate 5-minute intervals thereafter.

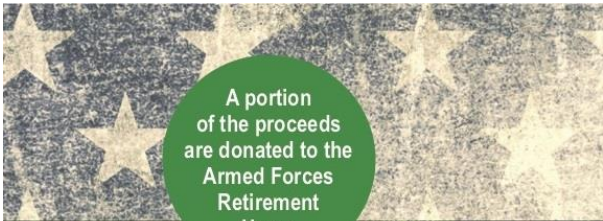
Here's your chance to dust off that V-8 after its long winter's rest and get it on the road again! If you don't have a V-8 or your V-8 is not up to it or for any reason, you can drive your modern vehicle but be prepared to explain why!

- We'll be travelling on some scenic country roads that have changed little over the years and there should see lots of beautiful spring blossoms to see!
- There will be several stops along the route where poker cards as well as trivia questions and directions for the next leg of the run will be distributed.
- We'll have lunch at a nice local restaurant at the end of the run, and after lunch, we'll score answers to the trivia questions and determine who has the best poker hand(s). As usual, we'll have great prizes for both.

To sign up for this fun event or if you have questions, please contact:

Hank Dubois ([handcdubois@verizon.net](mailto:handcdubois@verizon.net) / 703-476-6919) or Jim LaBaugh ([jlabough@verizon.net](mailto:jlabough@verizon.net) / 703-573-9285)





A portion of the proceeds are donated to the Armed Forces Retirement Home



Activities for Kids, including Police & Fire Department Fun!



**ANTIQUE CAR SHOW**  
OLD TOWN FAIRFAX

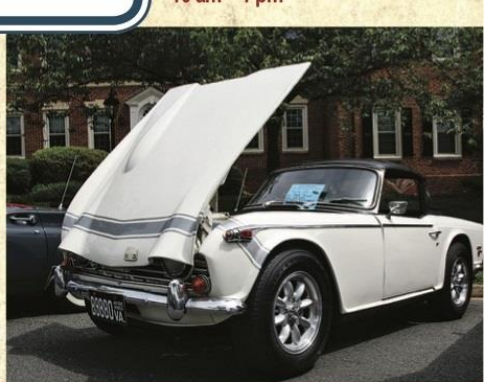
Live music

FEATURED THIS YEAR

City of Fairfax Police  
CHILD SAFETY DAY  
10 am – 1 pm





**Saturday**  
**May 18, 2019**  
10 am – 3 pm  
Fairfax City Hall  
10455 Armstrong St.  
Fairfax, Virginia  
Old Town Fairfax



For more information, visit [nvr.org](http://nvr.org), or email [info@nvr.org](mailto:info@nvr.org)

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**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@com-cast.net](mailto:lukechaplin@com-cast.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**, [atnneck@gmail.com](mailto:atnneck@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)



**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**

**Adaptor for Engine** Stand to mount flathead to side of block. Call Steve Groves before 9 pm, 301-530-7411. (04/19)





**French Flathead V-8.** This is a complete French military surplus crated motor bought in 2000 (255 c.i., 4" stroke). Bellhousing casted in 1984, assembled in 1996 with large 16-qt. oil pan and large filter. Many replacement parts include: Edmunds heads; Edmunds 4-bbl intake; Holley 390 carb with Edmund air cleaner; Fenton headers, black ceramic; MSD distributor; Power Master 12v chrome alternator; 12v gear-drive starter; flywheel, bellhousing, and torque converter for Ford C4 auto trans; plus more. Contact seller for more info. Under 20k miles (driven about 1,000 miles per year). \$4,500. NVRG member Gary Franklin, [gary1941ford@gmail.com](mailto:gary1941ford@gmail.com) or 978-514-1105. Located in Leominster, MA. (04/19)



**Original 1933 Ford Grill** with original blue oval Ford badge. Minor dent near badge. Decent chrome finish. Asking \$2,500. Contact NVRG member Gary Franklin, 978-514-1105, [gary1941ford@gmail.com](mailto:gary1941ford@gmail.com). Located in Leominster, Mass. (04/19)



**Lincoln Cylinder Heads** for 337 c.i. engine from a late 1940s F-7 truck. One pair. \$50. Call Jason Javaras, 540-786-5819. (03/19)



**1941 Ford Radiator.** Very good condition. \$100. Contact **Cliff Green** at [dcliftongreen@gmail.com](mailto:dcliftongreen@gmail.com) or 703-426-2662. (03/19)



**1939-41 Ford Rebuilt Generator.** Never used, \$130 (cost). Contact **Cliff Green** at 703-426-2662 or [dcliftongreen@gmail.com](mailto:dcliftongreen@gmail.com). (03/19)



**Offering a lot sale of all my Model T tools.** Three coils, plus an expanding running board luggage rack. Email me for pictures and a list. **Dave Henderson**, [jrdshen@verizon.net](mailto:jrdshen@verizon.net). (03/19)



**Garage Corner Wheel Guards.** Four cast iron wheel guards - \$40 or best offer. 22" tall. Probably from the 1940s or 1950s. Two perfect. One has part missing on top, one has two pieces missing on the rear sides, but all are still functional. Wheel Guards are 3/4 round castings manufactured to be installed at garage door type entrances or outside corners of buildings. They provide protection from impact of vehicles that may be entering or traveling very close to these areas of the building. Anchor holes are furnished in the guards for bolting directly to the building. **Dave Gunnarson**, 703-628-4559. (03/19)



**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.** Fits 1941 Ford only. 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)

**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)

## **PARTS & ACCESSORIES WANTED**

**6:00-16 or 6:50-16 tire to mount as a spare.** Does not have to be new. Would be overjoyed if I could find a white wall. **Stan Johnson**, 703-644-0758 or [Fordyhorses@aol.com](mailto:Fordyhorses@aol.com). (04/19)



**1933-34 Ford rear end** wanted. Call **Mike Kirkendall**, 325-280-6052. (03/19)



**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)





**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)



**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)



**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)



**WANTED:**

### **NEW MEETING LOCATION IN 2020**

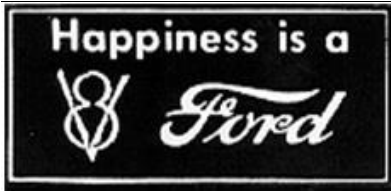
The Hunter House is unavailable to us in 2020. Suggestions for a new location are needed.

Submit your ideas to Cliff Green:

[dcliftongreen@gmail.com](mailto:dcliftongreen@gmail.com)

OR

703-346-1458



## NVRG 2019 Calendar



April	
9	<b>Membership Meeting</b> – 7pm – Nottaway Park. Program: Ford Fairs of the Flathead Era, presenter Dave Gunnarson – 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> .
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
27	<b>NVRG Annual Spring Poker Run</b> – This year's run takes place in the beautiful Virginia countryside. Save the date and have your V-8 ready to go for this very popular fun-filled tour. Full details will appear in the April Valve Clatter.
30	<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.
May	
8	<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> .
11	<b>Apple Blossom Car Meet and Flea Market</b> – Jim Barnett Park, Winchester, VA.
14	<b>Membership Meeting</b> – 7pm – Nottaway Park. Program: Egypt Travelogue, presenter Bill Simons – Refreshments: Dave Henderson
18	12 <sup>th</sup> Annual Drive Your Woodie Day. Send a picture to the Woodie Times.
18	<b>Fairfax Car Show</b> – Details to follow.
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
28	<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.
June	
11	<b>Membership Meeting</b> – 7pm – Nottaway Park. Program: Across Europe in a Model A, presenter Jim Baker – Refreshments: Bill Simons
12	<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> .
16	Father's Day Show at Sully Plantation
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
25	<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.

### Down the Road



June 16 – Annual Father's Day Car Show at Sully Plantation



August 24–27 – 2019 Central National Meet in Auburn, IN



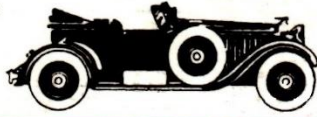
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*NVRG Car of the Month*  
*Jim Roebuck's 1948 Mercury Fordor Sedan*



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