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# Value Clatter

*Early Ford V-8 Club of America*



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

*Volume XLV, No. 7*

*July 2019*

*Stephanie Beavers - Editor*

## Sully Plantation Car Show Weekend

*By Dave Westrate*



The Sully weekend was jam packed with activity. On Saturday, Dave Blum with his '39 Lincoln Zephyr, Bill Simons and his '49 Station Wagon, and I and our '39 Station Wagon were invited to bring our cars to an antique airplane event called "Innovations In Flight" at the Air and Space Museum across the street from the Sully car show venue. The museum invites about 12 cars to complement the old planes, and they also have United States military, law enforcement, and Coast Guard aircraft on display.

# Up Front with the President

## July 2019



### President's Message July 2019

I spent about three weeks in Southern Italy in late May and early June. The trip included many enjoyable cultural, environmental, and culinary experiences – as one might expect in that region. Somewhat unexpectedly, however, were some interesting automotive sightings. No, not Ferraris and Lamborghinis (of which I saw a couple). What really caught my eye was the number of Fiats (and a couple of Renaults) from the 1960s. I routinely saw vintage Fiat 500s – the original *Cinquecento* – from that era. These were definitely not restored cars out for a pleasure drive in the country on a Sunday afternoon. They all appeared to be daily driver cars out among the normal city/highway traffic. The south of Italy is somewhat poorer than the north of the country, so maybe this is not terribly surprising. Nevertheless, what amazed me was that these antiques are still being used by ordinary people for basic, daily transportation. The photo below from downtown Bari, Italy, illustrates the situation and might provide a bit of stimulus to get our antiques on the road as well.

Our next membership meeting will be held on Tuesday, July 9. The Ice Cream Social and Group Participation Game presented by Sarah and Dave Gunnarson will appeal to the whole family. I look forward to seeing you 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>
Treasurer – <a href="#">Bill Simons</a> (2018-19)	Sunshine – <a href="#">Keith Randall</a> (2019-20)	At-large – <a href="#">Jim LaBaugh</a>
	Past President – <a href="#">Joe Freund</a> (2019-20)	
	At-large – <a href="#">Jim McDaniel</a> (2018-19)	



## Sully Car Show, cont'd.

This year featured a Raptor jet fighter and a U.S. Marine Corps Osprey, which takes off vertically and flies like a traditional plane. We saw them both in the air. If you like airplanes, put this on your calendar for next year.



Sunday was Sully and, as usual, it was a lovely day weather-wise and otherwise. We celebrated Eric Sumner's birthday with cupcakes under the V-8 tree as we all enjoyed Father's Day. Jim Gray orchestrated a new feature of the show with a parade of 100-year-old cars. Jerry Lunt and I judged Fords, Lincolns and Mercurys from the '50s and '60s. The fun part of that was that, after the light rain, we had to get on the ground to look at front and rear suspension as well as exhaust systems. All in all, it was a very memorable weekend.

*See Sully Car Show Part II, page 6*

## A NOT-SO-UNIQUE TAG

### The 401 Society

*By Cliff Green*

Over the years I have been quizzed many times if I lived in Salem, VA, because of the license plate topper number 401 (proving taxes paid) that matches the state tag number 401. This was unique until Bill Simons came up with the same combination for his 1949 Woody.

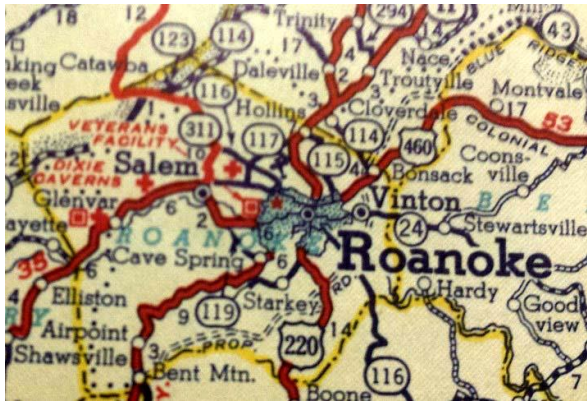


**Cliff Green's 401 tag**



**Bill Simons's 401 tag**

Bill met an older woman who grew up in Salem, and quizzed her on the license plate topper. In 1940, Salem was just a small town, and the woman felt that some town official was able to pull rank to get the town plate to match his state tag. This had been going on for at least 10 years, from 1940 to 1949. Bill did some research and learned that the population of Salem in 1940 was 5,737 and in 1950, 6,823. This kind of tag and topper matching could take place in a town the size of Salem at the time. (Map is from a 1940 Shell issue.)



1940 Shell map

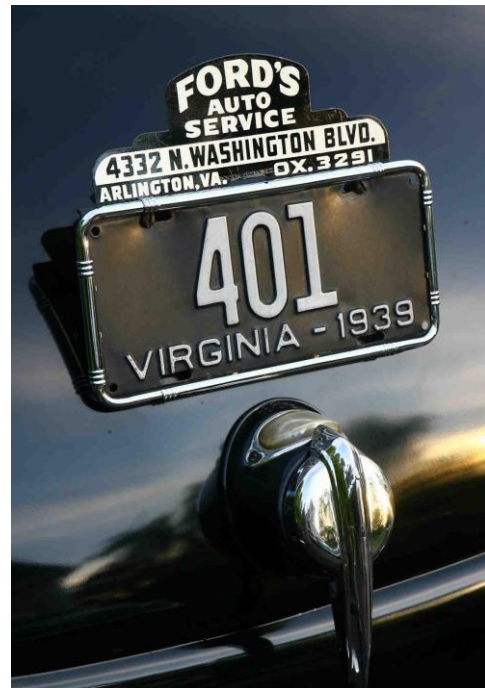
Bill found out that, in 1953, Salem annexed South Salem and, in 1960, added another track of land, thus giving the town a population of over 16,000. In 1967, the town incorporated as a city to avoid being swallowed up by nearby Roanoke. The matching of the city tag with state tag probably ended in 1953.

Bill bought his set from a license plate vendor in the Sully flea market in about 2003. He called me on the cell asking if I minded him having the same tag number! Wasn't that considerate!

Bill Selley bought a 1940 Standard Tudor from Jack Ports of Charlottesville, VA, and the state and town 401 tags came with the car. Upon selling the Ford, Bill gave the tags to me. That was in about 1993.

The third member of the 401 Society is Ken Gross, who sports them on his 1939 Ford Convertible Coupe. Unfortunately, the town topper was not available. Ken Gross relates how he came by his 401: "When I bought my car from Jim Cherry in 1999, it had these plates, but I had to pay extra for them – I am so glad I did. I found the tag topper on eBay. It looks especially nice with the black and white plates."

Coincidentally, members of the 401 Society all hail from Massachusetts! Did you know that in MA, licenses are called "plates"; elsewhere they are called *tags*. Also in MA, you go "down cellar" instead of to the *basement*; "take out the rubbish" instead of the *trash*; drink "tonic" instead of *soda* and "frappes" instead of *milk shakes*; and their fried clams include the bellies – not just clam strips! And, it is claimed, we talk funny!



Ken Gross's convertible coupe 401 tag

The VA DMV will not divulge if there are any other 401s registered. It would be fun to increase the Society's membership and get a group photo!

## IN MEMORIAM

**Don Lombard June 6, 1944–April 30, 2019**

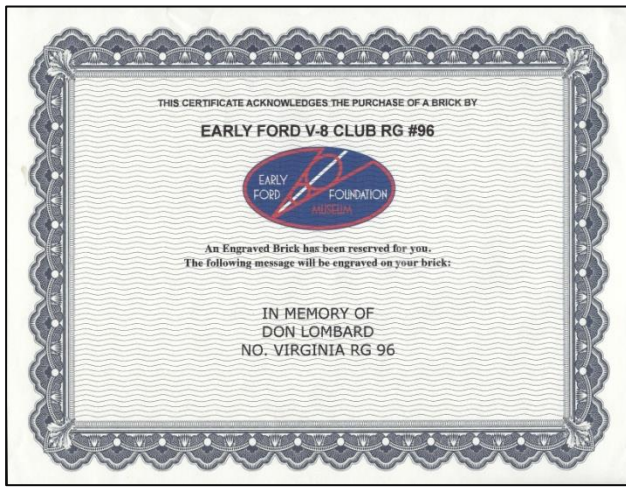
*By Ken Burns*



Don on the 2012 Poker Run

Earlier this month the Board of Directors approved the purchase of a memorial brick at the Early Ford V-8 Foundation Museum to honor Don's numerous contributions to our Regional Group.





Don and I go back a long, long way. Back in 1987, the NVRG hosted an Eastern National Meet for the first time. The late Charlie Morrison and I were co-chairmen of the meet and one of my responsibilities was to find a “volunteer” to organize the local tours to the obvious local DC tourist attractions. Don was relatively new to the area and had recently joined the club (I’d only been in the club for a couple of years myself), so I thought, “Why not give the new guy the opportunity to dive in the deep end just like I did?” Don and Tina and Helen and I met for lunch at the Virginia Grill in Occoquan. During lunch, we did the usual chit-chat about where we grew up, how we ended up in NoVa, the V-8s we owned, etc. I found out that Don was a transplanted Yankee just like me, and it turned out we had a lot more in common, starting with the fact we were both from Massachusetts. Through plain stupid luck, my sales pitch to Don about running the tour portion of our 1987 meet fit perfectly with Don’s interests in history. As a matter of fact, Don also ran all aspects of local bus tours for NVRG’s 2007 and 2017 Eastern National Meets. After retirement, Don became a licensed professional tour guide in the District and its environs.

As time went on, I learned that Don’s 1953 Customline Tudor was originally purchased from the Ford dealership in Newtonville, MA, just down the street from where I went to high school and also where I bought my first Woodie (1950 Ford) in 1961. We both spent time in the Navy, we both had aviation backgrounds – Don worked for the FAA, we had ties to the Boston Navy yard – the list goes on and on.

Don’s ’53 Tudor has a Rouge interior still protected by the clear plastic seat covers installed when the car was purchased. Somewhere along the line it had one repaint. Several years ago, Don had the original motor overhauled by [Jasper Engines and Transmissions](#) and he added an overdrive transmission. Besides the ’53, Don also owned a 1957 Ford Convertible and a 1965 Mustang Fastback. Ads for these cars will appear in the Valve Clatter.



**Don’s 1953 Customline Tudor**

Don held numerous positions in the NVRG, including President, Treasurer, Historian, and Tours Chairman. Without a doubt, his greatest and most enduring contribution was in the area of club tours. Don was the driving force in establishing our robust touring program. In 1995, he worked with the AACA Shenandoah Region to establish an overnight [Memorial Fall Tour to Gettysburg, PA](#). And, in 2002, he proposed that the club hold an annual Poker Run. Don developed the concept and wrote the rules. He was the driving force behind establishing the Poker Run as one of our most highly anticipated tours.



**Don (l.) with Jim LaBaugh’s help, briefs the “Usual Suspect” in preparation for a Poker Run**

I worked with Don on both of these events until I bailed out to take over as *Valve Clatter* editor in 2010. Over the years we spent countless hours driving back roads looking for prospective routes for the tours. We took turns: one of us would drive and the other would navigate and write down the route directions once we found the right road. It sure became easier once Google Maps came along. Before that, we made numerous U-turns when we hit unpaved roads. We hurtled off the end of the pavement on several occasions when the road unexpectedly turned to gravel. We ended up on dead-end roads more than once. We chased down places to stay and places to eat and sought group discounts for attractions with entrance fees. Don was always the guy who made the call ahead to confirm our reservations and let an establishment know if we were going to be delayed. Helen went with us as we planned a trip to Strasburg, PA, to see Amish Country and the Railroad Museum of Pennsylvania. After numerous U-turns and stops at countless restaurants and hotels looking for just the right place to eat or stay, Helen quipped "Are we having fun yet?" From then on, that became their greeting to one another.



During our time together setting up these tours we had plenty of opportunity to get to know each other on a granular level. We talked about growing up in New England, our families, our Navy experiences, our jobs, what we were going to do in retirement and, of course, our V-8s.

The NVRG lost a lot when Don and Tina moved to Plymouth, MA, a few years ago and Don was no longer able to actively participate in our activities. Having said that, it should also be noted that Don

still volunteered to remotely organize the tours for our 2017 Eastern National and then run them flawlessly once he arrived back here for the meet.

I truly miss Don as a V-8er and NVRG member but, more importantly, I miss him as a friend.

## SULLY CAR SHOW, PART II

### Sully 2019 Report

by Jim Gray

Sully 2019 was a *major* success – We had nearly 5000 folks on the field. This was the second largest Sully gate ever. Exceeded only by a slightly larger gate in 2012. The "Century Class" (cars which were 100 years old or older) was a huge success, along with the parade of vehicles. Both were the brain child of Jim Cross. We in the GWC sincerely appreciate all the invaluable help we got this year, as we have in the past, in judging. There were 350 cars on the field with 159 being evaluated by a crew of 45 judges. We believe the Sully show to be one of the very best in the entire DMV and could not have put it on without the help of the NVRG. Some of the club members who won trophies were Clem Clement, Keith Randall, Jim Larson, Jim McDaniel, and Leo Cummings. Thanks to all who helped with judging.







**Sully Century Class**



**Sully – T Model action**



**Sully Model T Demo**



**Sully – Bridging the Woodie gap**



**Sully – Not only women wear skirts!**

**DON'T MISS OUT!**

The next membership meeting will be held on Tuesday, July 9. The Ice Cream Social and Group Participation Game presented by Sarah and Dave Gunnarson are sure to appeal to the whole family!



## 2019 City of Fairfax Award Winners – Update!

CATEGORY	SPONSOR	OWNER	VEHICLE
Best Early Car	Personal Touch Jeweler	Bill Babcock	1924T Touring
Best Model A	I.O. Gestalt, Inc.	John Dougherty	1930 A Fordor
Best of the '30's	Forster Management	Jerry Lunt	1934 Ford Sedan
Best of the '40's	Printing Ideas	Tom Brooks	1940 Packard Convert
Best of the '50's	County Transmissions	Jim Luehrs	1957 Dodge Pickup
Best of the '60's	Rust Insurance	Lyn Adams	1955 Ford Ranch Wagon
Bet of the '70's	Weber Tire	Jim Gray	1970 Datsun 240Z
Best of the '80's	Fairfax Auto Parts	Jason Javaras	1986 Lincoln Cont.
Best Custom	P T Auto Experts	Earl James	1937 Dodge
Best Commercial	P.J. Skidoo's	Joe Freund	1950 Ford Fire Truck
Best Sports Car	George's Auto Resto	Ron Davis	1964 Porsche 356
Best Orphan Make	Dave Blum, Auto Consult.	Jeff Freeman	1969 Mercury
Best Ford (Pre-war)	Hard Times Café	Art Zimmerli	1936 Ford Phaeton
Best Ford (post-war)	Fairfax Towing	Peggy Hays	1961 Ford T-Bird
Best GM Product	Twin Ace Hardware,	Gavin Lamberd	1950 Chevy 3100 PU
Best Import	Business Benefits Grp.	Chris Andreas	1989 Porsche 930
Best MoPar Product	Penfed Realty, Edna C.	Howard Housland	1973 Plymouth Duster
Best Engine	Business Benefits Grp.	Gary Biuge	1968 Chevy C10 PU
Best Paint	Quality Auto Body	Dough Cook	1964 Nova SS
Best Convertible	Cameron's Coffee	Clem Clement	1940 Mercury
Best Interior	Interstate Van Lines	Charles Roberts	1958 Chevy Impala
Best Sedan	Classic Auto, Inc.	Dale Gaddy	1986 Jaguar AJ6



BEST OF SHOW  
1957 VW  
MIKE JANNIRO



PEOPLES CHOICE  
1949 FORD PICKUP  
GAY HARRINGTON



MAYOR'S AWARD  
1940 PACKARD CONVERTIBLE  
TOM BROOKS

REPRINT OF THE LIST OF THE FAIRFAX CAR SHOW WINNERS – THIS TIME WITH THE CATEGORY OF BEST IMPORT INCLUDED – APOLOGIES FOR THE OMISSION.



WE HAVE A WINNER!



The Early Ford  Club of America

Jan. 22, 2019  
1031 W Sweden Rd  
Brockport NY 14420

Dear Newsletter Editor:

The 2018 National Newsletter Contest Committee thanks you for participating in this year's contest. It has been an honor to read your submissions.

I am very pleased to present you with your Second Place Award certificate. Congratulations for all your hard work through 2018.

I sincerely hope that you will continue to send your newsletter to the committee to read and judge throughout 2019. Please either mail your newsletter to:

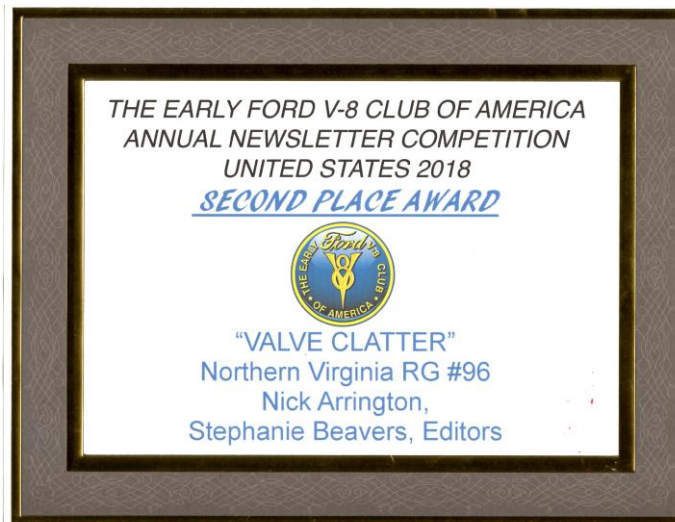
Milly Scheidt  
Newsletter Contest  
1031 W Sweden Rd  
Brockport NY 14420

Or email it to: 1937fordlady@frontier.com

Congratulations again on your award!

Keep driving those Fords,

Milly Scheidt  
Newsletter Contest Chair



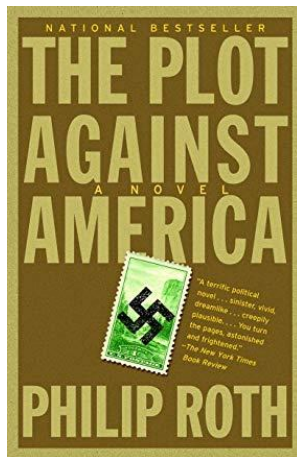
## A STAR IS BORN?

### Cars, Camera, Action

By Milford Sprecher

Many of us old car aficionados enjoy seeing period cars in movies and pointing out what is right and what is wrong with the cars and the settings in these movies. Some of us know people who have participated in a filming. Many films are shot in the Washington, DC, area, so eventually we should have the opportunity to participate. No filming opportunity had ever been presented to me until a few weeks ago when I received an email about cars dated between 1930 and 1947 needed for the filming of a movie in Washington, DC.

The film title was "The Plot Against America," an HBO miniseries of a book written by Philip Roth about what would have happened if Charles Lindbergh had won the 1940 election against Franklin Roosevelt. The series is directed by David Simon of "The Wire" and "Homicide: A Year on the Killing Streets" fame and stars Winona Ryder and John Turturro.



We were offered \$400 per day for use of our cars and \$150 per day as a voucher for our time. Filming was set for the evenings of Friday, June 14, and Saturday, June 15. We had some forms to complete, provided our measurements for wardrobe, and agreed to show up on Virginia Avenue at 19<sup>th</sup> Street on Friday, June 14. We had to complete a voucher for each day we worked. We were paid for 8 hours and also time and a half for overtime. This is the first situation in a long time where I have been in a position to earn overtime pay! They operate under union rules from the Screen Actors Guild.

I later learned that you can get what is called a Taft Hartley waiver for each project. When you get three, you can join the Screen Actors Guild, if you want, which will give you a higher rate of pay and more opportunities to be an extra in films. The union initiation fee is steep and you need to pay annual dues, too.

When I arrived, I found seven other local car owners with their cars – three Model A's, a '39 Pontiac, a '36 Ford, a '35 Ford, and a '47 Plymouth. We also learned that the production company had brought 25 cars down from New York. These included Studebakers, a Model TT, AA, and 1941 Ford trucks, a Packard, some Chevrolets, a '36 Ford, and a variety of other period cars, including a Dodge taxi. We waited around for a few hours and were told to take car trailers and ourselves to Landmark Mall in Alexandria to store the trailers and get fitted for our wardrobes.

Arriving at a vacant Macy's, we completed forms to get paid and got our wardrobe. Car drivers got only shirts, jackets, and hats. We saw lots of extras dressed to the nines in period costume. They looked terrific. A couple of our drivers were told they needed to shave their beards. One did and another did not.



When we got back to the location, we moved our cars to where that night's filming would take place and most were given a plastic 1942 DC license plate.



We were then taken for lunch at a catering tent for a rather nice buffet dinner with hundreds of other people. We then returned to the site of our first night's shooting, which was around DAR Constitution Hall. Most of us parked our cars on the street and a few cars were driven around the block for filming.



We "worked" until about 2 a.m. and were told to return at 3:30 p.m. the following day. We were told that we did not have enough cars for the filming on Saturday, hence the email to the club on Sunday morning looking for additional cars for the filming.

At 3:30 on Saturday afternoon, we started trickling in. Our first assignment was to go to Judiciary Square and park on D Street. A few cars were driving up and down the street. It was interesting seeing the extras walk around and posing for the filming. As you would imagine, scenes were shot and reshot. We then moved the cars to Constitution Avenue near the National Gallery for the evening filming.



Once we were in place, we broke for "lunch" again, this time in a DC government building at Judiciary Square. We were a little more cramped this

time, but they had good food and a nice selection of desserts, including Häagen-Dazs ice cream.

The first filming of the evening consisted of the Hero car, which is the car the actor is supposedly driving and it gets pulled over by a motorcycle policeman. This scene was filmed numerous times. I assume one of the stars was in the car, but I was too far away to know. My car again was a car parked on the street.

Later filming included having the camera truck tow the Hero car along Constitution Avenue, followed by some of our cars, with others going in the opposite direction. This arrangement allowed for the camera to film the occupants of the car more easily. Another shooting was of the Hero car driving along Constitution Avenue and our cars driving in traffic in either the same or opposite direction as the Hero car.



There was a lot of driving on this day and some of the cars started to suffer. One of the Studebakers brought from New York was one of the first to succumb to problems. A '39 Buick was the next to get sidelined. The '36 Ford Coupe started running hot and was also put out of the running. The motorcycle was a special case. The stunt driver was not able to drive a period Harley Davidson, known as a knucklehead, so a fairly modern motorcycle was used. It was not in the best shape, but it made it through the filming.

There was a lot of back and forth and idling. Scenes were filmed over and over again. It was quite a test of our old cars. Most did very well. It was also a test for the drivers, as filming went to just past 5 o'clock on Sunday morning. I got home in time to get about an hour and a half of sleep before getting up to go to Sully!

In spite of the time I spent and all the waiting and the long hours, I did enjoy the filming. I like driving my car, so I really enjoyed the scenes where I was driving. It was interesting learning about how the filming was done. It was also a change of pace. Lots of good old car conversations with the other participants, too.



We did not see any movie stars, as far as I know. I am not even sure David Simon was on location. The crew had set up a bunch of director's chairs at the Constitution Avenue location that included his, but we were not close enough to that area to figure out who was who.

Logistically, filming is quite an operation. Films take an army of people, from the wardrobe people, to the hairdressers, caterers, and all the production assistants. There were probably half a dozen people involved in directing the car scenes. It was difficult to tell who was in charge. I think the main person was a guy named Tommy who wore a scarf. He was called Tommy the Scarf. The production team used toy cars to demonstrate what they wanted the cars to do in each scene.



As we finished each scene and the closer we got to 5 a.m., I dreaded hearing "Let's reset," come over the walkie talkie.

The couple who had brought the '39 Pontiac came dressed in period clothing. I believe the driver had been approved. His wife, who had come along, apparently had not been approved. She had a wonderful hat with a thin feather coming out of the top.

On Sunday, the woman who had organized the local cars was confronted by the wardrobe manager of the production company about the wardrobe of the wife of the Pontiac driver. The wardrobe manager said she had not approved the wardrobe the woman was wearing. The wife had to remove her hat and wear one that was closer to the style worn by the other women.

When you are filming, you have no idea if your car is in the scene, or if it is filmed, or if it will end up in the final cut. I guess I will need to watch the series to find out!

Invitation from the neighboring Model A Club, many of whom belong to our NVRG club:



There will be a flea market on Saturday, July 13, at the American Legion Hall in Fairfax, VA. The V-8 club is invited to participate. Set-up is free. Everyone is invited!





## COMBINED NVRG & NCR ANNUAL PICNIC

Saturday, August 17, at noon – Mark your calendar!

Held once again at **The Potter Farm and Emporium**

8600 MacArthur Blvd., Bethesda, MD

Catered by **Willard's BBQ**

Cost: \$10 a head – Paid in advance

Make checks payable to: NVRG / Send to: Cliff Green, 6214 Militia Ct., Fairfax Station, VA 22039

*BRING YOUR OWN BEVERAGES AND LAWN CHAIRS*

If you didn't go last year, here is your chance to see an amazing collection of cars, motorcycles, and memorabilia. (Thanks to Bill Potter for hosting the picnic again. Volunteers needed to help out.)



**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

**1932 Ford Sedan Project.** Former NVRG member Ralph Bradley's 1932 Ford Sedan project car is up for sale. The car as it exists, parts totaling over \$30K; all paperwork and tools are being sold as a full package for the asking price of \$20K. Ralph's wife/widow Jackie wants it all to go to someone who likes this car and wants to finish restoring it. Located in Scottsville, VA (15 miles from Charlottesville). Additional photos upon request. Contact **Jackie Bradley** at 434-996-5062. (07/19)



**1936 Ford Deluxe Fordor Touring (early).** Needs complete restoration. Car is complete but is a project car. Priced around \$2,000. Car is in Southern Maryland. Contact **Jim Crawford** for owner information. 301-752-0955. (07/19)



**1940 Ford Deluxe 5-Window Coupe.** Fully restored with black exterior and tan cloth interior. 2012 Dearborn Award winner. 3500 miles on V-8 flathead engine since overhaul. All gauges, heater and fog lights work. Car runs and drives great. Stored in humidity controlled garage. \$49,500. **Bill Chaney**, (804) 776-7597, [flihi@va.metrocast.net](mailto:flihi@va.metrocast.net). (07/19)







**1940 Ford Station Wagon** for sale in the valley. Located in Strausburg, not a club member. The owner has had it about a year and was going to hot-rod it. Lost interest. What's reported: Wood OK; top rails replaced; sheet metal has a few dents; engine back in, reportedly overhauled (not by owner); two rear seats have the bottom only. Contact owner for price and more. **Gene Ornof** at 540-465-3586. (05/19)



**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**, [aatneck@gmail.com](mailto:aatneck@gmail.com). (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 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**

**Display Case.** Manufactured by Spartan Manufacturing Co., Saint Louis, MO. Width 84", depth 32", height 42"; 3 built-in fluorescent lights; 6 glass shelves (each 30.5" in length, width of 12" and shelf brackets). Missing 2 rear sliding glass panels. \$40. Contact **Joe Freund** at 703-627-1533. (05/19)



**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 [dclif-tongreen@gmail.com](mailto:dclif-tongreen@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)



**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](mailto: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](mailto: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**, [hand-dubois@verizon.net](mailto:hand-dubois@verizon.net) or 703-476-6919. (07/17)



**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, bell housings, 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

**Inside door handle for 1935 Ford Tudor sedan.** Contact **Von Hardesty** at [hardestyv4@gmail.com](mailto:hardestyv4@gmail.com) or 540-908-0295. (05/19)



**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@cabelfirst.net](mailto:flihi@cabelfirst.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**

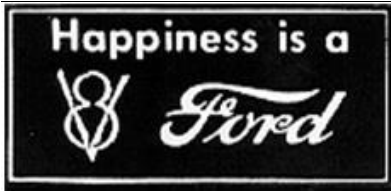
The Hunter House is unavailable to us in 2020.

Suggestions for a new location are needed.

Submit your ideas to Cliff Green:

[dcliftongreen@gmail.com](mailto:dcliftongreen@gmail.com) or 703-346-1458

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	<a href="mailto:john@ryanweb.com">john@ryanweb.com</a>
Monthly Meeting Report	Dave Gunnarson	<a href="mailto:gunnarson@verizon.net">gunnarson@verizon.net</a>
Tour Report	Hank DuBois	<a href="mailto:handcdubois@verizon.net">handcdubois@verizon.net</a>
Event Calendar	Bill Simons	<a href="mailto:bsimons@rustinsurance.com">bsimons@rustinsurance.com</a>
Want Ads	Jim McDaniel	<a href="mailto:jim44mcd@gmail.com">jim44mcd@gmail.com</a>
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Tech Articles	Cliff Green	<a href="mailto:dcliftongreen@gmail.com">dcliftongreen@gmail.com</a>






# NVRG 2019 Calendar



July	
9	<b>Membership Meeting</b> – 7pm – Nottaway Park. Program: Ice Cream Social and Group Participation Game, presenter Sarah Gunnarson – Refreshments: Dave Gunnarson
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.
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.
August	
13	<b>Membership Meeting</b> – 7pm – Nottaway Park. Program: Movie night: Horatio’s Drive, presenter Dave Gunnarson – Refreshments: Ray Lambert
14	<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>
17	<b>NVRG-NCR Annual Club Picnic</b> – Hosted by Bill Potter, 12 noon, location: The Potter Farm, 8600 MacArthur Blvd., Bethesda, MD. (See details on page 13.)
24–27	<b>2019 Central National Meet</b> – In Auburn, IN
27	<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.
September	
10	<b>Membership Meeting</b> – 7pm – Nottaway Park. Program: Central National Meet Review (August 24–27), full membership – Refreshments: Dave Westrate
11	<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



-  August 13 – Movie Night
-  August 17 – Annual NVRG–NCR Picnic
-  August 24–27 – 2019 Central National Meet

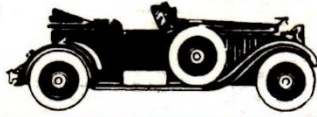


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*NVRG Car of the Month*  
*Bill Pelley's 1947 Super Deluxe Coupe*



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