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Value Clatter

Early Ford V-8 Club of America



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Stephanie Beavers - Editor

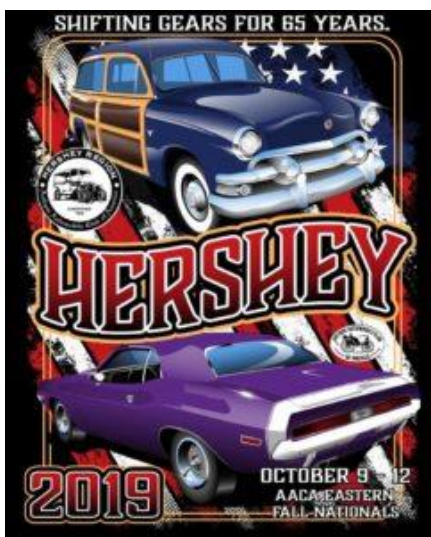
Hershey 2019

October Membership Meeting Review

by Dave Gunnarson



The October membership meeting was well attended, with special guests Colin Spong and John Milburn, distant NVRG members from England, also attending. Colin and John made their annual old-car pilgrimage to the USA, stopping at Carlisle and Hershey, gathering parts to ship back and support the hobby across the pond.



Up Front with the President

November 2019



President's Message November 2019

I hope everyone who attended the Hershey extravaganza had an enjoyable and productive experience. The weather was nearly ideal. Aside from hunting for parts, I particularly enjoyed examining the vehicles in the auction storage tents, in the boutique displays in the flea market, and in the car corral. There was a tremendous variety: makes, ages (from pre-1910 up to the 1970s), and prices (from under \$10K to well over \$500K). There were several nice Lincoln Ks and several unusual foreign cars. I walked most of the car corral but should have done it all because I missed a couple of interesting cars in the underpass area.

Speaking of weather, we had an unusually long run of excellent weather in October. Even after the fall tour this weekend, there should still be a few more weeks of reasonable temperatures for driving our early V-8s (and 4s, 6s, and V-12s). Consider organizing a flash tour with your fellow RG members when the weather cooperates and a nearby destination is on your personal calendar.

This year's Holiday Gala will be on Saturday, December 14, at P.J. Skidoos in Fairfax. This event is organized by our past president, Joe Freund. As in past years, the gala promises to be an enjoyable evening with fellow RG members, spouses, and friends – and a great way to cap off NVRG's events over the past year and kick off the holiday season.

The program for our next membership meeting (November 12) is "Molding and Casting Plastic Reproduction Parts." Presenter Keith Lee will school us on how to reproduce those non-metal parts (knobs, taillights, and steering wheels, etc.) which seem to deteriorate physically and cosmetically over many decades. Refreshments courtesy of Leo Cummings. 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 – John Ryan (2019-20)	Membership – Gay Harrington (2018-19)	Fairfax Show – Dave Westrate
Vice President – Cliff Green (2018-19)	Programs, Refreshments – Dave Gunnarson (2019-20)	Tours Chair – Hank Dubois
Secretary – Nick Arrington (2019-20)	Webmaster, Property – Ken Burns (2018-19)	At-large – David Skiles
Treasurer – Bill Simons (2018-19)	Sunshine – Keith Randall (2019-20)	At-large – Jim LaBaugh
	Past President – Joe Freund (2019-20)	
	At-large – Jim McDaniel (2018-19)	

Hershey Meet, cont'd.

The meeting featured a Hershey picture review accompanied by stories of the sights and action by a variety of members. Contributors to the pictures are Dave Westrate, Ken Burns, Bill Simons, and Dave Gunnarson. Bill Potter provided refreshments for the meeting.

For those arriving at Hershey on Tuesday, things started a bit slow, but by Wednesday Hershey was humming at a frenzied pace.



Most of the regular vendors were in attendance, and the crowds were thick at times and thin at other times.



The car corral was full of vehicles. Milford Sprecher provided a link to an interesting YouTube video, "Best Of The Hershey AACA Fall Swap Meet Car Corral." You can view the 11-minute 40-second video here:

<https://www.youtube.com/watch?v=L5ILMS2XI4s>



Jason Javaras and his son, and John Ryan and Hank DuBois cross paths while searching for treasures.



Bill Simons, Hank Dubois, Mark Luposello and his dad, and Keith Randall meet up in the Chocolate Field.



At the Penn Hotel and Sports Bar Wednesday evening, 21 NVRG members and friends share a meal.



Thursday night at Dukes for dinner were two tables full of NVRG members.



Twenty NVRGers made a great show at Dukes.

There were quite a number of EFV-8s for sale at Hershey. Some trailer queens and some needing most everything. Several hot rod and rat rods were on display, most around \$25,000; a 1934 V-8 pickup basket case; a period-correct hot rod for \$60,000; a 1948 woodie; a 1939 hot rod with a DeSoto engine; 1953 convertible mostly in pieces; and a 1932 "original" three-window with a later drive train (must have been a very rare time-warp 1932 option??) at \$88,000 asking price; plus these vehicles in pictures and more in the car coral. A very nice 1932 Fordor Sedan sold for \$16,500 on the first day! There were some good deals out there.



Maybe this is what Clem's 1940 Mercury looked like before it was restored?



Ken Burns checks out the project. Owner was asking \$9,500 and it seemed complete but needed lots of TLC.



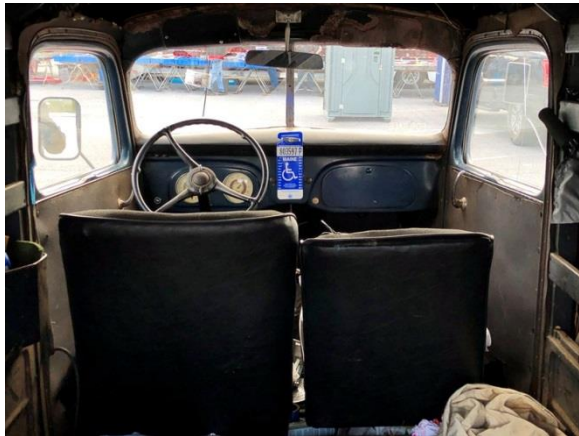
One of six known 1935 Ford Australian UTEs, and the only soft top of the six, was for sale at \$50,000. Australian Trevor Poulson weighed in and said the rear body and tailgate was too narrow.



Ken Burns looks over a 1940 Sedan Delivery which needed lots of TLC, priced at \$15,000.



A really clean and original, except for paint, 1937 panel truck. Owner was asking \$22,500.



There was even a good representation of original Ford signs for sale.



A stunningly nice condition double-sided neon sign for a stunning \$14,500 asking price.



A large oval Model T era Ford sign with punched holes to allow interior lamp illumination and an interesting European (Swiss, French??) dealer sign for sale.

The campers were in place in the usual spot across from the Giant Center. No rain this year, so all stayed dry. Afternoon gatherings at the campsite to swap stories and rub feet while having a favorite beverage added to the comradery. Early morning breakfasts provided fuel to power through the day.



Campers (L to R): Dave Westrate, Eric Sumner, Bill Selley, Ken Burns, and Dave Gunnarson.



Hank Dubois, Ken Burns, Keith Randall, and others check out the very early cars at the RM Auction preview on Wednesday night.



Camper accommodations.



Lots of scarce early cars were for sale.



Some creative folks turn old car parts into amazing sculpture. Star Trek Enterprise anyone??



An example is this 1912 Detroit Type A Speedster, the oldest known example from a company in business only from 1912 to 1917.



This 1934 five-window coupe was part of the main RM Auction tent. Auction estimate: \$45,000



Another Ford was this 1941 Super Deluxe Convertible Coupe. Auction estimate: \$45,000.



A highlight of the Saturday car show was this decked out Model A Depot Hack.



According to Dave Westrate, the owner had fun continually adding period pieces to create this wonderful period display.



Milford Sprecher drove his Model A on back roads to Hershey as his regular driver – my Hero! This is one way to keep the hobby alive.

Every year Hershey is different. This year the east Red Field annex was dropped, as HERCO is building something new where the parking lot used to be. For now, at least, the AACA show continues to be a thrill. Interesting cars and sights abound, treasures can still be found, and reconnecting with friends from across the U.S. and around the world makes it all a great experience.

BREAKFAST IN HERSHEY

Thanks to the Flathead Grille cook, Dave Gunnarson, and his specialty menu, NVRGers who camped at Hershey enjoyed a 4-fork breakfast each day.



Flathead Grille Hershey 2019

Wednesday October 9, 2019

Free-range egg omelets with an assortment of farm-fresh vegetables including red pepper, onion and mushrooms, with a four-cheese filling

Organic Prince Edward Island potato hash browns seasoned with salt, pepper and onions

Forested (acorn fed and free-range) pork sausage links

Coffee from sustainably grown, free-trade rain forest coffee



Dave Gunnarson manning the grill.

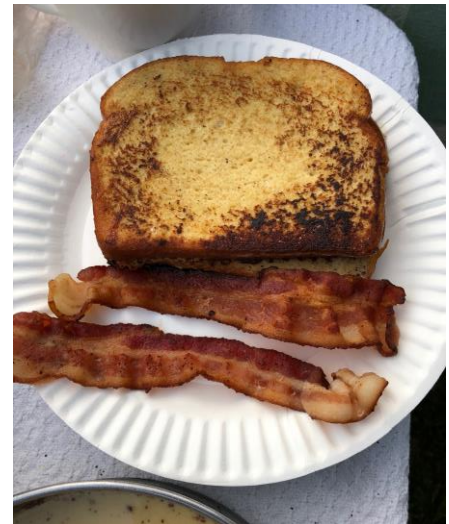
Flathead Grille Hershey 2019

Thursday October 10, 2019

Non-GMO French toast with organic Vermont maple syrup

Forested (acorn fed and free-range) bacon

Coffee from sustainably grown, free-trade rain forest coffee



French toast and bacon to rival any diner's.

Flathead Grille Hershey 2019

Friday October 11, 2019

Trio of hand-made Parisian crepes
Swiss cheese and ham
Strawberry-ricotta
Grand Marnier

Coffee from sustainably grown, free-trade rain forest coffee



Cookin' on all burners.



Need we say more?



No booths available at the Grille, so we opted for lawn chairs.



Service with a smile.



Breakfast is served!

It's a Small World – Hershey 2019

By Ken Burns

Here's a hodgepodge of observations about Hershey 2019. Let's start with those of us who camp out in Flathead Gulch and have breakfast at the Flathead Grill. Dave Gunnarson stopped by and picked me up at 9 AM on Tuesday, October 8, so we could get to Hershey and lay claim to our usual campsite down in the depression that used to be the basement level of the old farm house. We left at that late hour because, as many of you know, October 8 is my wedding anniversary (53rd this year). I thought it would be prudent to stay at least until after breakfast if I wanted to have any chance of attending next year. When Dave came by, I already had my stuff out on the curb.



When we head to Flathead Gulch we don't travel light. There's a cooler for adult beverages, a box of 2020 NVRG calendars (contact Cliff if you haven't got yours yet), a door mat (gotta have a neat tent), a blue bag with the NVRG and Flathead Grill banners, a bag of rain gear (jacket, pants, hood, and waterproof shoes), a little collapsible table, a bag of munchies for Happy Hour, a parachute bag with sleeping bag, air mattress, pump, pillow, etc., and a tub of clothing and miscellaneous stuff. Behind it all was a folding chair. And off we went.

Let's start off with something that's in the news but isn't car related. As you probably know, *The Rise of Skywalker*, the latest and supposedly last chapter in the Star Wars Space Opera, will be released in December. What do you know? Star Wars and Skywalker were at Hershey.



For a mere \$1,700 you could take home this Anakin Skywalker statue. I don't know how this is car related but a lot of folks seemed to be taking pictures of it. Now here's an attempted segue from Star Wars to cars. Star Wars has a character by the name of Jar Jar Binks with a very memorable appearance.



I think I found the automotive equivalent at Hershey in the headlights in the front view of a 1938 Studebaker Commander sedan.

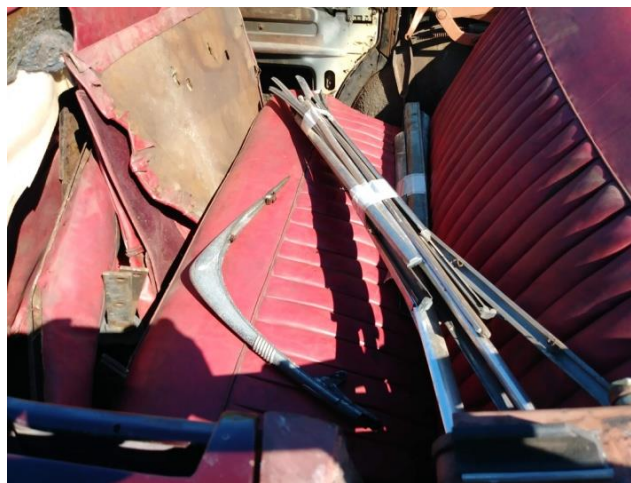


Wandering around the various fields for three days and the auction tent one night I came across some interesting vehicles and other things. Since I'm a Woodie guy, let's start there. Here's a barn find, a basically unmolested 1948 Ford Woodie listed at \$55,000. The car was pretty nice but there were several very noticeable places where repairs were made to the wood.



The Woodie market has softened somewhat in the past year or two so maybe the owner would have entertained an offer.

For Clem, who wasn't able to attend Hershey, there was 40MERC's twin in very poor health – some assembly and TLC required. It looked like most of the impossible-to-find parts were piled in the car but I didn't see a motor. The asking price started at \$9,500 and then dropped to \$8,500 – don't know whether it went home with a new owner.



If you're a '39 or '40 Ford guy, have deep pockets, and want a NOS hot air heater still in the unopened box, Michael Driskell was the guy to see.



Further wandering took me by this '57 Chevy 210 two-door sedan. I had one "just like this" in college except the New England metal moths had started to feast on the rocker panels and rear wheel wells and the interior had seen better days and... This beauty had numerous subtle modifications like shaved rain gutters, part of the side trim removed, a unique two-tone paint scheme with the paint break and pin stripe above the chrome trim, which really highlighted the chrome piece.



In the small-world category “[Burns is Back!](#)” We’re talking about reproductions of [vintage Burns](#) speed equipment for Model As and Bs.

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Dual Downdraft Manifold

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Model A Finned Side Cover

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Model B Finned Side Cover

Copied from an original. Has three undrilled oil galley bosses to ease oil system modifications. Cast in 319 aluminum and shot peened.



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I always like going to the [Udvar-Hazy Center](#) and seeing how many inventive ways folks tried to solve a particular problem. There might be seven different approaches to the same problem but usually only one turns out to be the true solution. For anyone who saw the movie *Horatio's Drive* at our September meeting, you'll remember that Horatio Jackson drove his 1903 Winton from San Francisco to New York City in 1903, the year before this Holsman was built. Just think of how this rope-drive system would have worked on that trip. It probably won't surprise you that Holsman stopped producing cars in 1910 because he never abandoned the rope-drive layout (Winton automobile production survived until 1924).


Another thing that drew my attention was the space selling kits for the nifty little Aerolux trailer. I can just see me towing one of these behind my Woodie. Maybe I need to build two: one in Lockhaven Green and the other in Black. Oops! I can also see Helen asking me if I'm truly crazy once I get home.

Hershey wouldn't be complete without wandering around the car corral and the auction to see what's up for sale and what unique and strange vehicles are out there. The auction had the usual selection of high-end cars and, of course, our beloved V-8s. However, the car that drew my attention was a 1904 Holsman #5 High-Wheel Runabout that sold for \$46,750, inclusive of buyer's fee.





Photo ©2019 Courtesy of RM Auctions

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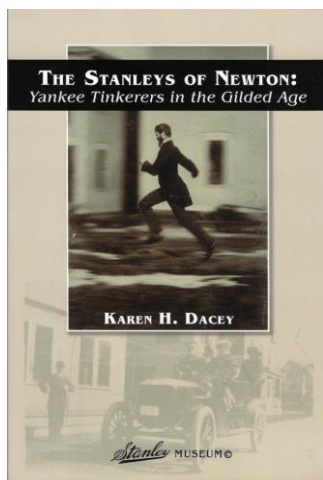


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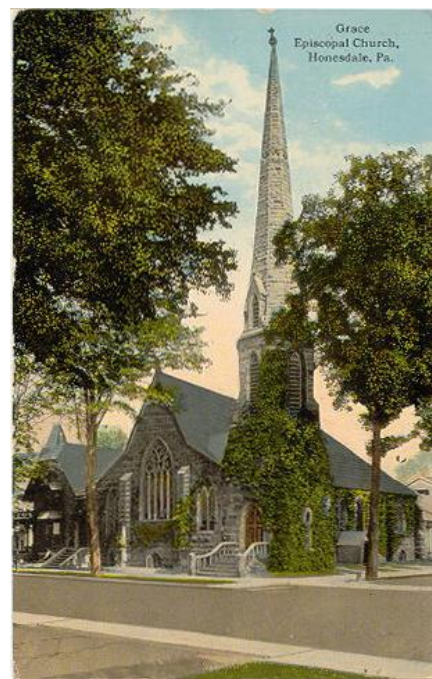
I titled this rambling report as “It’s a Small World” for a reason. I was raised in Newton, MA, a prosperous suburb of Boston. It’s the city my mother moved to when my maternal grandmother remarried in the late 1920s. My mother’s stepfather, Edwin “Ned” Jump lived on Hunnewell Hill in the “village” of Newton Corner (Newton is comprised of 13 [villages](#)). Newton Corner is where the Stanley brothers, twins Freelan O. and Francis E., built their Stanley Steamer automobile. One brother, F.O., and other Stanley family members also happened to live on Hunnewell Hill within walking distance of where Ned Jump lived. I have no idea if any of my family ever met any of the Stanleys. However, ever since I became a gearhead back in the late 1950s and learned that the Steamer had been built in Newton Corner, I’ve been fascinated by the Stanley Brothers. While wandering around Hershey, I stopped at the [Stanley Museum](#) space and talked to the folks there. In the course of the conversation I learned the museum published a book titled [The Stanleys of Newton: Yankee Tinkers in the Gilded Age](#).



I’ve just skimmed through the book and recognized many of the pictures, like the high school building, built in 1898, my mother and I attended – long gone now.



Finally, the last small-world episode occurred when I stopped by John and Shelly Sweet’s spaces. Parked in the space was a red Dodge Ram pickup truck with “The Knife Shop – Honesdale, PA” on the door. Shelly introduced me to the owners of the truck: Pat, and later, Hank Antonioli. I mentioned at the top of this piece that I headed off to Hershey on the morning of my 53rd wedding anniversary. At this point I guess it wouldn’t surprise you to know that Helen and I were married in Honesdale, PA, on October 8, 1966, in the Grace Episcopal Church.



Helen, thanks for letting me go to Hershey every year even though half the time our anniversary falls while I’m away.



My Father Was a Ford Man

By Richard B. "Clem" Clement (also known as "little Roy," a moniker I'm very proud of.)

My Father, Roy K. Clement, was a Ford man. By his count he bought 23 straight new Fords during his lifetime from ACE Ford of Woodbury, NJ. Not a bad record in my mind! He started in 1919 and bought his last Ford in 1955, a year before his passing. I remember that Ford and several earlier ones, but that one was the first car off the first delivery trailer for 1955 (Custom Tudor.) I drove it for a year in college and hated it – I think because I was so lost without Daddy.

Daddy's first new car came right after WWI and his Pierce Business school graduation. It was a Model T touring which cost \$375.75.

Daddy's files are very complete, with bills of sale, SOME TITLES???, original receipts, etc. They make interesting reading. (In 1927, he decided a Model A was needed.) He ordered a Tudor sedan. He had gone to high school with Alan C. Eastlack of ACE Ford in Woodbury, NJ. This gave him some priority around the dealership (which was most helpful to me after Daddy passed on.) Anyway, his 1928 blue Tudor arrived on March 13, serial no. A16157. The early number and early delivery date are noteworthy, as it was very tough to get a Model A during the first months of the slow production.

As far as I can tell, all Daddy ever owned were Fords! Quite a history. Now comes the key question: Are any of those he bought new still roaming about? Below is a list of his cars and their nomenclature.

I do know that one of the Model A's was stolen

while Daddy and Mother were touring in New York City. She always was fussing about losing their camera and their trip photos therein.

We were not a moneyed family, so Daddy was very tight with any accessories to the cars. He was a traveling salesman for Horace T. Potts Co. of Philadelphia and sold Page Fence and wire rope mainly. His area was South Jersey, Delaware, and some of Maryland at least down to Baltimore. He was hard on his vehicles. He felt that after the second set of tires were worn out, it was time to turn in the car. I know his company took care of oil changes, etc., but I don't know about repairs.

On the attached listings he always added a mirror to each car. In some cases, I could find only that he traded in a car, and I have no information as to when he bought that car. As Daddy was a salesman, he added Kari-Keen Trunks to some of his cars to carry product samples. Mother got to use some of his trade-ins, so the math may not make sense (that is, she used Daddy's last car for a period before it got traded in.) I do know her '41 Ford coupe was her first new car just for her. I learned to drive on that one and eventually wrecked it.) It had the two little jump seats in the back and a tray that I could keep my toys and junk in to play with while she drove.

The '55 was to be Daddy's last Ford. He was three years from retirement and he planned to purchase a Lincoln for his retirement car. His retirement plan was to do a lot more canoeing in the little rivers of South Jersey and to sit on the benches in front of the Courthouse out town. He had run the Woodbury YMCA for 43 years and claimed he knew 6 out of 10 who might be walking by. I have no doubt about that figure. He did not make his goal.

YEAR	PURCHASE DATE	SERIAL NO.	BODY STYLE	COST	FT & DEL.	TRADE IN	ACCESSORIES	ACCESSORIES	ACCESSORIES	ACCESSORIES	TOTAL COS	COMMENTS
1917	23-Feb-17	T-1690828	Touring	\$350	\$15.75	-					\$375.75	All cars bought from same dealer
1920	21-May-20	T-9052018	Touring	703.52							838.03	Paid \$ 25 for tag holders
1922	16-Mar-22	T-5759198	Touring	501.7			Demountable Wheels-\$38.50	6XTires&Tubes-\$128.52	Lenses-\$3.00	Tire rack-\$2.50	308.2	
1923	23-May-23	T-7638325	Touring	445.49			225 Protector Wheel-\$15	Tire&Tube-\$15			190.49	
1925	7-May-25	T-11656628	Touring	452.71			270 Parking light-\$3.50	Step Pads-\$3.00	Tire & Tube-\$15		349.71	
1926	4-Mar-26	T-19025645	Tudor	611.68			150 Leland Lock-\$7.00	Tire/tube/cover-\$17	Comb stop/parking light-\$5.00	Speedometer-\$16.50	484.83	Avion Heater added-\$2.50
							190 Speedometer-\$18.00	Ft & Rear Bumper-\$17	Comb stop/parking light-\$5.00	Tire&Tube-\$24.65	591.09	Low serial # Color Gun Metal
1928	13-Mar-28	A-16157	Tudor				Bumpers & Spare-				434	Ordered 12-Oct-27
1929	1-Mar-29	A-1074249	Roadster w Rt	574			140				385.5	
1930	8-Apr-30	A-3087276	Tudor	595			255 Kan-Keen-Katier-\$35	Spring Covers-\$5.50	Motor Meter \$5.00		410	Traded the '30 Roadster
1931	27-Mar-31	A-4145925	Delux Roadster				250 Delux Kari-Keen	Motor Meter	Spring Covers	Red Wheels	277	
1931	17-Nov-31	A-4613508	Tudor	571			337 Kan-Keen Katier-\$29.00	Well Fender-\$7.00	Colored Wheels-\$5.00			Paid Difference of \$160 for a car
1934	30-Jun-34	no serial no	Tudor								151	Have photos of this black car
1934	16-May-35	15-1203748	Victoria	525			382 Transfer Radio-\$5.00				308.5	Traded 1937 car
1937	no serial no										382	
1938	5-May-38	18-4356584	Fordor V8	842			520 Heater-\$14	Seat Cover-\$12	Radio-\$48			
1940	11-Jul-40	15-5967314	Delux Tudor	818			500 Heater-\$20	Radio-\$42				
1941	no serial no		Tudor									
1941		180411858	Coupe									Mother's first new car
1946	5-Dec-45	99A-690041	Tudor	1113.68			518.93 Heater/Defroster \$27.50	Wheel Bands \$7.75	Overdrive	070x15 Tires	625	Traded '41 Tudor. Not traded in
1949	15-Nov-48	988A-365707	Tudor				950.05 Heater	Undercoating			1025	Gray
1951	3-Jan-51	BIC5105703	Cus Fordor	1781.80			1031.23 Radio-\$78	Heater-\$57	Undercoating-\$35		925	Green/brist Green
1953	13-Dec-52	B3C6102286	Tudor	1969.47			1283.11 Radio \$87.50	Heater/Defroster \$71.43	Undercoating \$35	Direction Signals \$15.28	902.5	Blue Basic car was \$1652.95
1955	16-Feb-55	USCG124170	Cus Tudor	2974			1529 V8 \$93.00	Heater \$72.98	Undercoating \$35	Direction Signals \$18.00	905.75	Pink Green w white top@54%

Armed Forces Retirement Home 2019

By Clem Clement and Ken Burns

'Tis the night before the night before and all through the train room nothing was running. Downstairs, 40Merc had her jammies on and wondered why she did not get to go to the AFRH. She was ready but the Clemster was not. So she waited. As the decision was being made last week to poke around inside Clem, his physician's assistant sneaked in the phrase "No exercise for you and no stress for you." I had no choice.

Then things were much brighter. I'm riding in Ken Burns' black and wood-colored Woodie wagon. Such a chariot displaying her newness. Seems like just yesterday (not really; see September 2012 *Valve Clatter* – Ken) we were at Ken and Helen's home stretching the top vinyl, warming up in the morning sun.



I reveled in the sounds, smells, and the feel of the '41 wagon. I don't know her name but she served us so very well.

Ken and I, followed by Al Iagnemmo in his red Jag roadster, were joined by Gay and the Budster and Bill Simons in his '49 Ford Woodie at the Iwo Jima Memorial for the run through Georgetown into Northwest Washington to the campus of the Armed Forces Retirement Home (formerly known as the Old Soldiers' Home.) The trip down was swell. Light crowd through Georgetown; left up 31st Street, where most of the private homes have red doors; right turn on P Street, where the doors are black. Then the funny 147^o left turn switchback past the

"Do Not Enter" sign (during the week) onto Rock Creek Park Drive. Such a beautiful ride past the joggers in the cool morning. Then right on Arkansas to right on Upshur to Rock Creek Church Road just outside the AFRH Eagle gate. Right turn and then a left to Randolph gate and our spot near the music tent. Thanks Ken, for the great ride. Always before I was wrastlin' either "Smokey" '30, my Model A Cabriolet; the "Gray Lady" '29 Packard; or "Uncle Raeman," the '39 truck, and could not enjoy the city ride. Such a stunning part of the sleeping Sunday morning city. We parked in the front of the leadership's homes on MacArthur Drive NW (AFRH Administrator Susan Bryhan and hubby reside in the first home nearest the new Scott facility for the vets). The Lord gave us a perfect day for the run to the AFRH.

There were 21 oldy or altered or historical cars at the show. One was a '28 Model-AR roadster in rickety condition. Her original paint was still there in a salt-and-pepper color combo with rust. A good Samaritan had coated her in clear lacquer and she stood ready to ride. Whatta car! The telltale same-size louvers were on her hood and she lacked outside door handles, as I pointed out to Susan. She loved the true story that Ford's female customers in early '28 fussed at Henry about the lack of outside doors handles (you had to reach inside to open the door – not too pleasant on a stormy day). Henry fixed the design, spending money in the process. Susan giggled with pleasure about women's power way back then. Then we were off to judge the rest of the 21 cars.

Did I mention the day was perfect – light breeze, not stinking hot, and all were there playing old cars with our beloved vets?

Nearby were the tents for displaying the trophies with their funny titles, like "Easiest Car to Get a Ticket in," "Best Car for a First Date," etc. We loved the titles. Next to the mounted aircraft propeller was a great fenced-in petting zoo – chock full of kids, mothers, and critters. My fav was the white/black mottled pig having an oink-off with a brown cow. *(Continued, next page.)*



Next to them was the take-apart Model T pickup, resting before her turn to perform. Other tents held resident-made products for sale, plus Christine (the AFRH librarian) managing the coffee and donuts and other stuff in tents. Susan introduced me to Christine. She was all bubbly when I identified myself as the peddler of free old train magazines. The National Toy Train Library in Strasburg, PA, donated six heavy boxes. Our vets love reading about toy trains of yore and stories of trains. The mags are very helpful tools of the trade in helping vets with dementia.

As I was getting a bit shaky, we returned to our cars and set a spell. All too soon it was judging time. Show Coordinator Linda had several folks assembled to judge, along with our advisory input. Decisions were made and the awards were announced to the delight of the crowd. Gay and Ken were winners – the Budster was the Best Commercial and the unnamed Woodie was the Resident’s Choice.



Actually, we were all winners in the beautiful weather at the AFRH. Milford Sprecher was called to the mic to make a special presentation of \$500 to the home from the GWC club. The NVRG had mailed in their welcomed donation earlier. Then it was “mount ‘em up” and parade through the campus. Many vets, not mobile enough to make it to the show, were in the entrance to the Scott Building and the portico above, waving and cheering us paraders as we passed. Susan selected Gay’s Budster as her ride. There were waves all around and then off to our homes we went.



It was a special day for me riding in the ‘41 and chatting with Ken, as I prepared for the upcoming procedure. Great job, Mr. Ken. (No lies were told neither. No how!)

A NON-HERSHEY HERSHEY EVENT



Ladies luncheon while the men were in Hershey.
L to R: Liz Simons, Norma Blum, Char McDaniel, Cindy Dubois, Sandra Green, Helen Burns, Jane Chadderton

TECH TIP

What Do Jam and Paint Have in Common?

By Steve Groves

Have you ever felt frustrated when an aerosol can loses its propellant but you can tell it still has paint inside? I found a way to collect the paint and save it for future use. The key is a container which securely seals and keeps the paint fresh. It turns out that the jar used by Crofters for jams and jellies has a very tight seal. Once you eat up the contents and wash out the jar, it makes a perfect paint storage container.



To collect the paint, first make sure the propellant is gone from the can by turning it upside down and pressing the nozzle until there is no pressure. Then, lay the can on its side, wrap it in a rag and make a puncture hole through the rag and through the side wall of the can. The rag can help capture any paint released with any residual pressure. Turn the can upside down and drain into the jar. Twist on the cap and you have paint ready to apply with a small brush which is perfect for touch-ups.



MEMBERSHIP NEWS AND DUES

Welcome!

Our newest NVRG member was recruited by Bill Simons at the Hershey meet. NVRG welcomes Lad Price of East Longmeadow, MA! Lad owns a 1940 Ford Coupe with a modified flathead engine.

2020 NVRG Membership Renewals

By Gay Harrington, NVRG Membership Chair



December and January are our club's official months to collect membership renewal dues for calendar year 2020. Dues are still set at \$25 annually, and I hope EVERYONE will renew! To renew, make your check out to NVRG and send to me, Gay Harrington, at 3080 N. Quincy Street, Arlington, VA 22207, along with any changes you have to our membership rolls (e.g., new vehicle listing, removal of a vehicle, phone, or email changes, etc.). THANK YOU for being an NVRG member!

So that folks who already paid for 2020 dues don't pay twice, please note that the members listed below *do not* need to pay dues. The brackets

indicate year(s) already paid. Our beloved Charter Members and Legacy Members are honored each year with free memberships for their contributions and longevity in our club.

Members:

Barbee (2022)
Blum (2020)
Chadderton, W. (2020)
Chadderton, B. (2020)
Chaney (2020)
Cross (2020)
Cummings (2020)
Frise (2021)
Gallahan (2020)
Gunnarson (2021)
Harrington (2020)
Leaf (2020)
Mason (2020)

Milburn (2020)
Miller, A. (2020)
Ogle (2020)
Price (2020)
Randall (2020)
Roebuck (2020)
Skiles (2020)
Sprecher (2020)
Sweet, John (2020)

Green
Hardin
Selley

Legacy Members:

Helms
Jenkins
McNiff
Morrison

Charter Members:

Amster
Arrington, N.
Gall

NOVEMBER MEMBERSHIP MEETING PRESENTATION

Nov. 12, 2019 • 8 pm Program

Molding And Casting Plastic Restoration Parts

with Keith Lee Owner, Knobsoup, Inc.



Ten-plus years experience in restoring plastic for the restoration community. Now, Keith shares his techniques and knowledge of silicone molding and resin casting techniques.



- Choosing the right silicone and resins
- How make silicone molds
- How to cast dash knobs, taillights and steering wheels
- Making rubber parts and gaskets
- Casting clear and color resins
- Using color additives, getting the color right
- Making custom gearshift and horn buttons
- Tips and tricks, extensive Q and A



Restoration Plastic Parts

10303 Vincent Farm Lane, White Marsh, MD 21162
knobsoup@gmail.com • 702 588-1934

You are cordially invited to attend the

2019 NVRG HOLIDAY GALA

Saturday, December 14, 2019

at

P. J. Skidoos

9908 Fairfax Boulevard, Fairfax, Virginia

Lower level banquet room by way of separate exterior enclosed stairwell on the left as you face the front of the building

ATTIRE: COAT & TIE

Our celebration begins with cocktails at 6 pm (cash bar)

Menu Selections

Fresh green salad with house dressing, bread, dessert, & tea or coffee included with each dinner entrée

*Filet Mignon with mushroom peppercorn sauce, red potatoes, & green beans
\$33 per person*

Fresh broiled Salmon, lemon butter or honey Dijon Glaze, red potatoes, & green beans - \$25 per person

Grilled lemon chicken breast with rice pilaf & green beans - \$23 per person

Dessert: Chocolate Mousse, Ice Cream or Sherbet

Please mail your check (payable to NVRG) with the completed menu selection checklist not later than SATURDAY, NOVEMBER 30 to:

Joe Freund

650 Springvale Road

Great Falls, VA 22066

We look forward to seeing you there with wrapped gifts for the traditional gift exchange. Don't forget items that the spouses will enjoy!

See Menu Selection Checklist on the next page.

2019 NVRG Holiday Gala Menu Selection Checklist

Name: _____

	Member	Spouse
Select one entrée:		
Filet Mignon – \$33.00	<input type="text"/>	<input type="text"/>
Broiled Salmon* – \$25.00	<input type="text"/>	<input type="text"/>
Chicken Breast – \$23.00	<input type="text"/>	<input type="text"/>

* Includes lemon butter and honey Dijon glaze served separately at each table.

Select one dessert:		
Chocolate Mousse	<input type="text"/>	<input type="text"/>
Ice Cream	<input type="text"/>	<input type="text"/>
Sherbet	<input type="text"/>	<input type="text"/>

Total amount of check: _____ + _____ = \$ _____



Please make your check payable to: **NVRG**

Mail payment and menu selection checklist to:

Joe Freund
650 Springvale Road
Great Falls, VA 22066

**Payment and menu selection
 checklist are due by November 30.**

2020 NVRG Calendars Are Now Available!

This is our 15th consecutive calendar and once again we present 12 completely new cars and trucks owned by NVRG members. These calendars are great for Christmas gifts or for your very own man cave. Calendars will be available for pickup at our November monthly meeting and the Holiday Gala (if they last that long). This is a fund raiser for the club. The calendars still cost only \$15 (you pick up) or 1 @ \$17.00 or 2 @ \$2.35 (by mail). Call Cliff Green for postage fee if you're ordering more than 2 calendars.

Paying by check? Make the check payable to **NVRG**.
 Send to: 6214 Militia Ct., Fairfax Station, VA 22039
 Call Cliff with questions: 703-426-2662.



OK, it's NOT a Ford. BUT, there IS a Ford Connection. More on that later.



Jackson's Scottsdale auction in January 2015. By comparison, our Hagerly Valuation Tool lists the average value of a 1958 Plymouth Fury in #2 (excellent) condition at \$47,700.

2 King said he chose a 1958 Plymouth Fury as the story's central figure because it was a "forgotten car." The fact that the model name seems to fit its angry disposition is

purely coincidental. "I didn't want a car that already had a legend attached to it, like the '50s Thunderbird," King said.

The 1983 Stephen King book, "Christine" was made into a movie—a very scary movie! It's the story of a teenager who falls in love with...a car. A 1958 Plymouth Fury. The movie begins with a realistic assembly line with Plymouth Furys moving along the line, all in buckskin beige with gold anodized aluminum trim, until a "special order" Fury rolls by in red & white. It doesn't take long before we realize this isn't a tender movie about a love triangle between a guy and 2 girls (or a girl and 2 guys) but one between a guy, a girl and a very jealous 1958 Plymouth Fury.

3. The movie's opening scene, showing Christine moving along a Detroit assembly line, wasn't in King's book; screenwriter Bill Phillips added it. The movie, by the way, went into production before the novel was released.

When the line stops and an inspector opens the hood of the Red & White special, the hood slams down without warning and crushes the hand of the inspector.



4. Whenever Christine goes into a rage, the car's windows are blacked out to accentuate its evilness, but the darkened glass also served a higher purpose—you couldn't see the stunt driver. The problem was, those scenes were filmed primarily at night, which made it even more difficult for the driver to see.

Here are some interesting facts we came across:

1. More than 20 cars were required to play the role of Christine (anywhere from 23–28, depending on the source), and not all of them were Furys. Columbia Pictures placed ads across the country and gobbled up not only Furys, but Belvederes and Savoy's, as well. The majority were used on screen, and the rest served as parts cars.

4. The illusion of Christine regenerating herself was created using hydraulic pumps inside the car that were attached to the sides of a plastic-paneled body double. The pumps sucked in the sides to create the damaged version of the car, and then the film was reversed, making it appear like the car was fixing itself.

1. When filming wrapped, only a few unscathed cars remained, and they went on the road to promote the film before being sold to collectors. A fourth car also escaped the crusher and ended up in private hands. One of the movie cars sold for \$198,000 at Barrett-

And Now: The FORD CONNECTION

5. The sound we hear from Christine's engine isn't a Plymouth Fury. Filmmakers recorded the engine of a 1970 Mustang 428 Super Cobra Jet and used that instead.

No wonder the Fury sounded so good in the movie!



—Frank Scheidt



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

VEHICLES FOR SALE

CORRECTION: There was a typo in the following ad last month. The year was mistakenly listed as 1934. The car is, in fact, a 1932 Ford.

1932 Ford Standard Fordor. Fully restored. All Henry Ford steel, new Cartouche interior, recent Brewster green paint done over bare metal. Car started off life as a V-8 but was converted to a Model B in the early eighties. New tires. Price 22k. Call **Barry Wertheimer** at 301-404-3746 or ibwerth@aol.com. (08/19)



1930 Ford Model A Town Sedan: Offered for sale is this beautiful, fully restored, 1930 Ford Model A Town Sedan. This Briggs-bodied stunner was restored to an extremely high standard. Painted a gorgeous teal with brown mohair interior, it is accentuated by a host of accessories and options including a thermo quail radiator cap, fog lamps, hood prop, Rex-A-Co temperature gauge, and a charming flower vase. Vehicle is fresh with just under 6,000 miles on the odometer and an undercarriage that is as clean on the underside as it is on the top. Although it may be mistaken for a show car, this Model A was restored to perform as good as it looks, with a completely rebuilt drivetrain and modern mechanical upgrades including a Nu-Rex extra high output alternator and 8-volt battery, as well as safety upgrades including turn signals and fuse mount. Asking \$26,900 OBO. Please don't hesitate to call **George** @ 703-969-1715 with any questions, to schedule a test drive, or make an offer. (08/19)





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. (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. (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)



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

Two 1949-50-51 Ford Oil-bath Air Cleaners. One is black, one is bronze. Good condition. Minor dents and paint chips. The bronze air cleaner does not have the long rod at bottom that tightens the clamp to the carburetor (a screwdriver does the job). The black one is complete. \$50 each. **Jim McDaniel**, jim44mcd@gmail.com or 202-409-4459. (11/19)



1935 matched set of five red spoke wheels, 5x16". Paint looks original as a set. Some light rust. Photos available upon request. \$700. Contact **Clem Clement** at clem.clement@cox.net. (11/19)

1975 Ford Windsor engine 351 V-8 \$150. / 1975 Mercedes-Benz engine & transmission (137,000 mi.) \$500. / 1984 Ford 5.0 engine (112,000 miles) \$500. / 1996 Ford Explorer engine (112,000 miles) \$500. / 1956 Ford std. transmission \$150 (H.D.). / Ford 15" X 6" rims with 1949 and up bolt pattern \$25 each. / Ford 49 to 53 good crankshafts \$35 to \$50. / Ford 49 to 56 rear ends, prices variable. / Ford 289-

302c.i. Windsor heads, prices variable. / Harbor Freight engine puller \$100. / Honda 1987 brown bucket seats \$50. **Call Steve Groves** at 301-530-7411 any time before 9 PM. (11/19)

V-8 Parts for sale at bargain basement prices: 1. Two V-8 flywheels; 2. Two V-8 top loader transmission cases; 3. Full set of transmission gears, bearings, and seals; 4. Unusual belt-driven governor for V-8 engine which mounts beside intake manifold. **Stan Johnson**, Fordyhorses@aol.com, 703-644-0758. (09/19)

UST 3500 Watt Generator: Like new, only 18 hours on run time meter. 196-cc overhead cam 6.5 hp gas engine. Quick starting. Mounted on wheels for easy movement. Two 110v outlets. Can run refrigerator when power is out, or run power hand tools. With instruction manual. \$150. **Stan Johnson**, 703-644-0758, Fordyhorses@aol.com. (09/19)

LL Bean (Schwinn) Women's Bicycle: High-end, beautiful blue, Sport Cruiser 7, built for women 5'0" to 5'4", dual hand brakes, 7 speeds, comes with basket and lock, \$125. **Stan Johnson**, 703-644-0758, Fordyhorses@aol.com. (09/19)

Portable Pressure Washer: 1600 psi Greenworks with all hoses, nozzles and soap dispenser. Instruction manual. Used very little. \$60. **Stan Johnson**, 703-644-0758, Fordyhorses@aol.com. (09/19)

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 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. 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 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. (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 Conroy cover still in box. \$300 (cost \$600 new from eBay). 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. (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. (2/19)

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**, handcubois@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. 301-469-7328. (08/17)



1949-53 Ford & Mercury Engine Parts: Nearly all parts available: Heads, manifolds, crankshafts, rods, camshafts, valve parts, oil pans, oil filter housings, front covers, water pumps, bellhousings, ignition, etc. No Mercury crankshafts or oil pans. Dirt cheap! **John Ryan**, 301-469-7328, john@ryanweb.com. (07/16)



1934 Ford Parts: Two 21-stud '34-35 engines, one complete, one parts. Small parts for '34; ash tray, bolts, bushings, rubber parts, windshield with glass;

two '34-36 transmissions complete, lots of extra gears; engine heads and manifolds for '34-36; oil pan for '34; hubcaps for spare; original and new door handles; carburetor kits; water pumps; fender braces; 17" wheels; water inlet with motor mount for '34-35; 50 years of V-8 Times. Call for more info. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407, 540-847-3363. (updated 05/18)

VEHICLES WANTED

1939 to 1951 Ford Woody wanted. Must be running. Call or email **Cliff Harding** at 540-907-6374 or jhardin@va.metrocast.net. (10/19)



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

PARTS & ACCESSORIES WANTED

Model A Parts Wanted. Non-member friend of a member is looking for some Model A parts: Pickup bed for 1928 to early 1931; / Pair of rear fenders for pickup, coupe, or roadster; / Pair of 1931 splash aprons; / Left fender spare tire carrier with brackets. Send email to gcuster@rockingham.k12va.us.



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



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. (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. (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. (8/18)



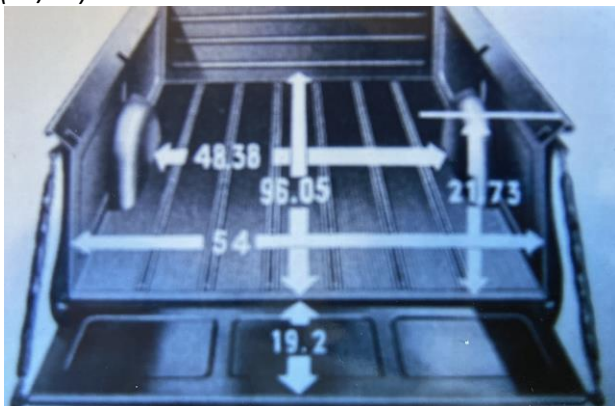
1939 Ford Hot Water Heater. Need correct heater switch and core for same hot water heater (I have a good shell). **Mel Herwald**, 540-925-2222, mherwald@mgwnet.com. (10/18)



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



WANTED: 1950-51-52 Ford pickup 8-foot bed. Dimensions in photo below. **Ray Lambert**, 13212 Occoquan Rd., Woodbridge, VA 22191, 703-595-9834. (02/18)



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



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

PARTS & ACCESSORIES FREE

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. (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, dogbaner@gmail.com. (05/18)



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



NVRG 2019 Calendar



November	
1-3	Fall Tour – Solomons Island. Contact: Bill Simons bsimons@rustinsurance.com .
12	Membership Meeting – 7pm – Nottaway Park. Program: Plastic Parts Reproduction – Presenter: Keith Lee, Owner, Knobsoup, Inc. – Refreshments: Leo Cummings
13	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
26	NVRG Board of Directors Meeting – Red, Hot, & Blue (Graceland Rm.), 4150 Chain Bridge Rd. (Rt. 123), Fairfax, VA 22030. Dinner at 6:30; meeting at 7:30. All are welcome to attend.
December	
10	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
14	Holiday Gala – No monthly membership meeting
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
	No Board of Directors meeting this month.
January 2020	
8	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
14	Membership Meeting – 7pm – Nottaway Park. Program: Ocean to Ocean to Ocean in a Model T – Presenter: Theton Ogle – Refreshments: TBD
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
28	NVRG Board of Directors Meeting – Red, Hot, & Blue (Graceland Rm.), 4150 Chain Bridge Rd. (Rt. 123), Fairfax, VA 22030. Dinner at 6:30; meeting at 7:30. All are welcome to attend.

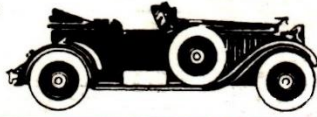
Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	john@ryanweb.com
Monthly Meeting Report	Dave Gunnarson	gunnarson@verizon.net
Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Bill Simons	bsimons@rustinsurance.com
Want Ads	Jim McDaniel	jim44mcd@gmail.com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

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