

November Membership Meeting Review ***Knob Soup Plastic Parts Reproduction***

by Dave Gunnarson



A full house eagerly awaited a much anticipated presentation by Keith Lee, owner of KnobSoup, Inc., about making unique reproduction plastic parts for our old cars. Keith brought a collection of molds, materials, forms, knobs, and tools to show how he creates beautiful plastic reproduction parts. He makes parts which are not available from our normal EFV-8 suppliers or NOS examples are scarce or are prohibitively expensive, and his custom pieces and other colors people want to have create a unique non-stock look.



Up Front with the President

December 2019



President's Message December 2019

The weather has begun its gradual slide to the stage where work in an unheated garage is decidedly unpleasant. I had planned to make some significant progress on my '32 Tudor while the weather was still fairly warm. Unfortunately, a home repair project has sucked up most of my spare time over the last few weeks. Although I haven't given up entirely on my original plans, I've also begun to think about future projects for the warm indoors.

As required by the NVRG bylaws, the Board of Directors elected officers for 2020 at its November meeting. The four officers are drawn from the Board membership and serve one-year terms. The 2019 officers were re-elected to serve again in 2020. I thank all Board members for continuing to serve to keep NVRG running smoothly during the upcoming year.

It is membership renewal time. Renew by sending a check to our membership chairperson, Gay Harrington – refer to the notice in this issue for details. A one-year renewal is \$25 but many members prefer the convenience of renewing for several years at a time.

There is no membership meeting and no Board of Directors meeting in December. So plan now to attend the first membership meeting of 2020 on January 14. Dave Gunnarson is currently assembling a full roster of 2020 meeting presentations but some openings exist. If you have an interesting and informative topic and/or speaker that you feel would appeal to the membership, please let Dave know.

This year's Holiday Gala will be on Saturday, December 14, at P.J. Skidoos in Fairfax. This annual gathering is one of the highlights of our calendar. The 40 members, spouses, and friends of our NVRG community who have signed up for the event will wrap up NVRG's activities for the year and kick off the holiday season.

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)	



Keith's first old car was a Model T, then a 1941 Ford coupe, and then a 1941 Lincoln three-window coupe. At the time, he had to make his own parts, as most just weren't available, including the knobs. He decided to try to make his own. He reached out to the Lincoln community and was able to borrow a pristine set of knobs to use as the model. He made a set for himself and a second set which he shipped back to the owner along with his originals. Keith kept the '41 Lincoln for nine years but never got around to installing the knobs. The fellow who purchased the car ordered a set of these knobs from Keith and finally the Lincoln had a correct set of knobs made by Keith!

Keith's first car was a Woodie, which he pushed while his twin brother drove. They won first prize!



Keith showing of his first "car" and his twin brother Kent.

One reason more people don't cast their own parts is that a perfect original part is required to create the mold to cast a duplicate. Since most folks with a perfect original don't need another one, few take the time, trouble, and expense to make their own duplicate.

Keith first tried the technique of applying a skin of flexible silicone rubber, creating a glove that fit

the original part. The part is extracted just like taking off a glove and then the glove is filled with a two-part urethane resin to create a new part. Keith found this process had lots of problems because it was hard to keep the glove dimensionally stable when pouring in liquid resin, and the resulting part ended up misshapen.

After attending art school, Keith started working for Disney Studios as graphic artist in the spring of 1967. After three years, he left to become an Art Director at a local (Los Angeles) television station. He decided he would rather work for himself and opened a one-man art design business based on all of his contacts made at Disney and the TV station. He created artwork for advertisements, album covers, point-of-purchase packaging and more.



Keith completely filled two entire tables with molds, cast parts, tools, resins and more to serve as examples and instructional aides.

Keith carefully described the process of making reproduction plastic parts. The first step is obtaining a perfect example of the part to duplicate. Then a two-part silicone mold is created using this part. Finally, a duplicate part is cast in the mold using resin. Once cured, the mold is taken apart and the part removed from the mold.

To create a mold for a simple pull knob, Keith uses a short length of PVC pipe attached to a small sheet of glass or plastic using wood glue. Wood glue firmly holds the PVC pipe to the plastic sheet but can be broken free later. Wood glue will also not interfere with the silicone resins used to mold the plugs. Keith then glues a spacer on the end of the knob, again using wood glue. Separately, in the PVC pipe, he pours molding resin (Smooth-On Mold Max™ 30, for example) about 1/2" deep and lets it set. He measures the amounts of each part of resin with a digital scale and uses disposable plastic cups and

wood stirring sticks to mix the components. Once the plug is removed from the PVC pipe, he creates a few shallow holes in the base that act as alignment keys around the edge. The spacer with the knob is then glued to the center of the plug and the plugs mold material is coated with a thin layer of Vaseline petroleum jelly. The inner surface of the PVC pipe is lightly coated with Vaseline (thinned with a drop of paint thinner and applied with a cotton swab) which will not interfere with the resin and allow the finished mold to be extracted from the PVC pipe. The plug, with the spacer and knob now mounted on it, is inserted into the bottom end of the PVC pipe. With the plug side down, molding resin is poured into the PVC pipe, filling it up completely. Once cured, the mold is pushed out of the PVC pipe. The mold is carefully taken apart by first removing the plug and then the original knob is worked out of the flexible mold. This process creates a two-part silicone mold. To identify the mold, Keith uses a Sharpie and then coats over the writing with a thin layer of all-purpose clear silicone sealant; otherwise the writing will just wipe off.

To cast a knob, Keith poured a two-part resin into the base of the mold and inserted the plug, which is now the cap. After the resin is set, the mold comes apart and the knob is removed.



There were several materials used for making molds and even more resins for making the parts. Keith provided lots of details on various resins, some for black rubber parts, others for translucent plastic

parts like red taillights or clear lenses. He creates colors by carefully mixing pigments and testing various recipes until the color of the part is perfect. He writes this information on the mold too, making it easy to replicate parts later.

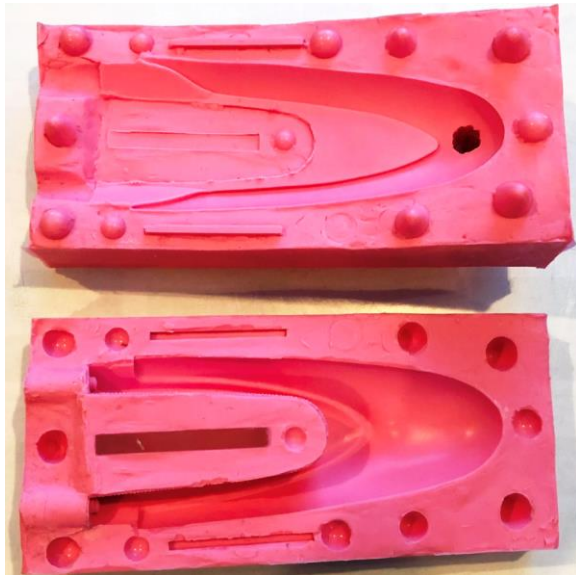
Keith also explained the technique for making another type of mold called a *clam shell*. The process is similar to making a knob, but for larger items, such as a steering wheel, a wood base is created with lots of wood spacers to fill void space to minimize extra mold resin. He demonstrated this process with a large mold he created for a Lincoln Zephyr steering wheel.



Keith demonstrating how he created a steering wheel mold for a 1941 Lincoln.

The original and perfect wheel is securely mounted to the base and the void space between the wood and the steering wheel is filled with clay (which must be free of sulfur, which interferes with the resins – Plastalina Modeling Clay is one brand). The clay is filled to the halfway point of the steering wheel. Once there are no openings and only the top half of the steering wheel is showing, additional volume-reducing spacers are installed. Mold resin is added, covering over the top of the steering wheel. Once cured, the top mold is created. Then everything is turned over and all the clay is removed and the bottom half of the mold is created using the forms, spacers, steering wheel, and recently created top half mold. With the original steering wheel removed and a metal armature installed, the clamshell mold and all the wood spacers, top, and bottom are all bolted together.

Finally, resin is poured into the mold and, once cured, a new steering wheel is created. Keith mentioned that it took ten attempts to correct every problem he encountered, so, the eleventh and subsequent castings were perfect. He also mentioned that it took \$200 of silicone rubber material to make one steering wheel mold. You can imagine that once labor costs are added, reproduction steering wheels aren't cheap to produce.



A clamshell mold for a hood ornament.



A two-piece mold for a rubber steering wheel column to firewall seal. Upper photo shows the molds, the light gray is a primer-painted original and the black rubber is the finished part. This is not available from any supplier.

The techniques for creating clear and colored translucent parts for taillights and other applications were also discussed. For these castings, a vacuum is required to draw out any air bubbles. Keith described how he created a vacuum chamber and also how he uses a discarded crockpot base to heat some of these molds to increase the hardness of the resin, just like the original parts.



Pressure pot chamber being heated in a crockpot base used to make taillight and other lenses and similar parts.

In case you are wondering why Knobsoup, Inc. is the name of Keith's business, once Keith realized he could reproduce knobs not available elsewhere, he thought of the business potential of offering reproductions of knobs for all orphan car makes. And so the Knobsoup name was born.

Think about how many knobs our EFV-8 vehicles have, and they are well documented. Then consider trying to have that knowledge base for all makes, years, and models of all old cars. Keith realized he should revise the business plan by expanding into all sorts of other parts, but the Knobsoup name remains. The company Keith purchases his mold resins from is Smooth-On, Inc. Their website, Smooth-On.com, has several videos about their wide range of products and is a good source of information.

Keith was very generous with his time and sharing his expertise, tools, lessons learned, and funny stories. To learn more about Keith and his business, his contact information follows.

Keith Lee, Knob Soup, Inc.
 10303 Vincent Farm Lane
 White Marsh, MD 21162
 702-588-1934 / knobsoup@gmail.com

FALL TOUR

2019 Don Lombard Memorial Tour

By Dave Skiles

The rainstorm having passed on Thursday and, after being duly “shamed” by several fellows on the board of directors for thinking about taking a modern car on the tour, we took off in the '34 [Deluxe Cabriolet] and met the group at a Starbucks in Springfield. Keith Randall led a caravan of about 12 V-8s and a couple moderns to the beltway and over the Wilson Bridge. The beltway had been my concern about taking the '34 and, much to my relief, the drive went without incident.



After a “defueling” at a McDonalds south of Oxon Hill, Md, we set off for The Front Porch restaurant (in Leonardtown, MD). We picked up Bill Simons, the tour organizer and new caravan leader,

along the way. Waiting at the restaurant were the Baker family, Bill Tindall, Frank Wood, and Milford Sprecher. Bill had commemorative coins from the Early Ford V-8 Foundation for everyone. It was noted that Ken Burns had done the folder design for the coin. With so many folks, preordering lunch turned out to be a good idea. The delicious crab cakes were full of lump crab meat.



After lunch we headed toward Piney Point, MD, where we visited Piney Point Lighthouse Museum & Historic Park. There, we saw and learned about the oyster boats used on the Chesapeake Bay. A few hardy souls, including Clem, climbed the stairs and iron ladder to get the view of the bay from the top of the lighthouse.





Back in the cars, we headed to Solomon's Island and our hotel, the Hilton Garden Inn. Dinner was a brief walk across the parking lot at the Ruddy Duck. Sandra Green's salad with "fire spice" dressing (described as creamy by the server) was returned to the kitchen in favor of a different meal. Then back to the hotel for a well-deserved night's rest.

The first stop on Saturday was the [Patuxent River Naval Air Museum](#) where Bill had arranged for our antique cars to be parked on the flight line!







Many of us took the tour of the Calvert Marine Museum. I especially liked the warmth it provided after having been out on the boat. Back to the hotel and naps. We opted to check out the famous Tiki Bar Solomons and the dog costume contest.

Dinner was in a private room at the Lighthouse Restaurant. Plenty of great food choices and great conversation. Our adult conversations were interrupted by a soccer team group of 10–12-year-old boys. Needless to say, the boys were not at all quiet.



The guided tour was of more interest to some than others. A few took advantage of the flight simulators and bought some books at the book sale.

On Sunday morning after breakfast, some chose to head home and some to the Cars & Coffee meetup suggested by Ron Domingue, a relative of the Bakers. The meetup is held Sunday mornings in California, MD, at a coffee shop parking lot which was on the way to our next stop. It was a good mix of modern muscle and vintage iron with a few exotics mixed in. There were a couple dozen cars and terrific food and beverages at the coffee shop.

Back to Solomon's Island and the Pier Restaurant for lunch. So many of us ordered the crap soup, a new batch had to be made – worth the wait. A private-charter narrated ride out of the harbor and into the bay on the Wm. B. Tennison was the next adventure. The Tennison is a living example of a bugeye boat on the bay. Kudos to Bill for arranging the tour as its season ended October 31.

The Civil War prisoner-of-war camp at Point Lookout State Park was the last stop on the tour. The camp held some 20,000 prisoners from the Civil War. The gate to the museum was closed on our arrival. A park ranger came along and opened the museum for us. It is a very interesting place if you have an inclination.





Our only *misadventure* came at this site when the Bakers' Model A got two flat tires going out the entrance to the museum.



Keith Randall jumped right in to assist with changing the tires. Jim had one spare and another spare was loaned by David Skiles. Bill Tindall produced a better jack and Patricia located a shop open on Sunday. Spares on, the Bakers took off to have the radials repaired only to have the Skiles' loaner blow out. A Good Samaritan took Jim and the flats to Mr. Tire where "Bugs" put aside his other work and immediately effected repair. The Randalls stayed with Connie until Jim returned and Keith put the tires on Ruby. All ended well. Everyone got home safely.



To those who didn't go along on this tour, I strongly encourage you to come next time, as you won't regret it. Many, many thanks to Bill Simons for the sunshine, crisp breezes, and great tour! We all enjoyed it.

The troops were as follows:

- Clem and Sandy Clement—modern car
- Cliff and Sandra Green —1940 Ford Woodie
- Bill and Patricia Potter—2016 Ford Mustang
- Liz and Bill Simons—1949 Ford Convertible
- Leo and Kathy Cummings—1950 Mercury Monterey
- Jim and Connie Baker—1931 Model A Ford
- Jim and Char McDaniel—1951 Ford Police Cruiser
- Milford Sprecher—1930 Model A Ford
- Ken and Helen Burns—1941 Ford Woodie
- Keith and Susan Randall—1938 Ford Fordor
- Dave and Susan Skiles—1934 Ford Cabriolet
- Dick and Joan Rial—1949 Mercury
- Bill and Betty Tindall---1956 Ford
- Frank Wood—1949 Mercury



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) | Leaf (2020) |
| Blum (2020) | Mason (2020) |
| Chadderton, W. (2020) | Milburn (2020) |
| Chadderton, B. (2020) | Miller, A. (2020) |
| Chaney (2020) | Ogle (2020) |
| Cross (2020) | Price (2020) |
| Cummings (2020) | Randall (2020) |
| Frise (2021) | Roebuck (2020) |
| Gallahan (2020) | Skiles (2020) |
| Gunnarson (2021) | Sprecher (2020) |
| | Sweet, John (2020) |

Charter Members:

- Amster
- Arrington, N.
- Gall
- Green
- Hardin
- Selley

Legacy Members:

- Helms
- Jenkins
- McNiff
- Morrison

Time Is Running Out to Get Your 2020 NVRG Calendar!

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 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.





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)

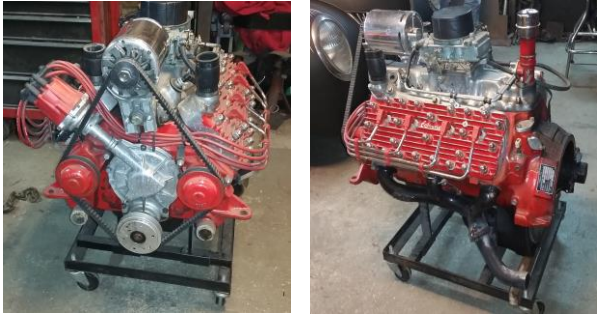
LL Bean (Schwinn) Women's Bicycle: High-end, beautiful blue, Sport Cruiser 7, built for women 5'0" to 5'4", dual hand brakes, 7 speeds, comes with basket and lock, \$125. **Stan Johnson**, 703-644-0758, Fordyhorses@aol.com. (09/19)

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)

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, handcdubois@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 gcluster@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)



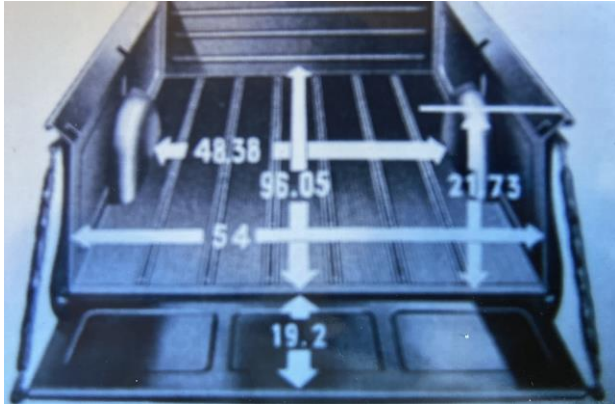
1939 Ford Hot Water Heater. Need correct heater switch and core for same hot water heater (I have a good shell). **Mel Herwald**, 540-925-2222, mherwald@mgwnet.com. (10/18)



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)



Early Ford V8 Club of America
2020 Eastern National Meet
Morgantown, PA
June 15-18, 2020
www.NCR36.com



The below link takes you to a 20-page information file about the 2020 EFV-8 Eastern National Meet in Morgantown, PA.

It contains all the information developed for the meet, including registration forms, schedules, social events, driving and bus tours, the meet venue and hotel, even down to the meal menus. The dates are June 15–18, 2020. Please look the information over and consider joining us for a busy and memorable meet. Also, feel free to forward this information to other club members in your region and to your newsletter editor to use in their publication.

If you register early and stay at the host hotel for 3 or more nights you will be entered in a drawing which will pay for the hotel room. Please contact me if you have any questions.

The host hotel is the Holiday Inn, which is attached to the Classic Auto Mall, which contains over 1000 cars, 450 of which are barn finds. The phone number to make hotel reservations is 610-286-3000 and the code for our meet is EFV.

Click [here](#) to open the file.

Norm Heathcote - Registration Chairman
305 Gwynnbrook Avenue
Owings Mills, MD 21117
(P): 410-356-3459 / (C): 410-227-2040
email vvomllc@hotmail.com



NVRG Calendar 2019 and Beyond



December	
11	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 – <i>No monthly membership meeting</i>
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
<i>No Board of Directors meeting this month</i>	
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: Jim McDaniel
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.
February	
11	Membership Meeting – 7pm – Nottaway Park. Program: Leather Seat Upholstery Restoration – Presenter: Dave Westrate – Refreshments: Clem Clement
12	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
25	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.

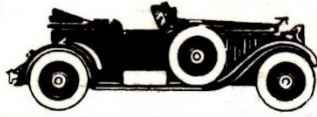
Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	john@ryanweb.com
Monthly Meeting Report	Dave Gunnarson	gunnarson@verizon.net
Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Bill Simons	bsimons@rustinsurance.com
Want Ads	Jim McDaniel	jim44mcd@gmail.com
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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NVRG Car of the Month
Alan Whelihan « 1947 Continental Convertible



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