



www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



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

Volume XLII, No. 1

January 2020

Stephanie Beavers - Editor

Annual Holiday Gala

by Jim LaBaugh



Driving to the last event on the NVRG calendar is a bit different from driving on our tours or to club meetings because everyone drives modern vehicles and is dressed for the holidays instead of in the customary casual attire worn during club functions the rest of the year. That was the only difference noted, as this year's holiday gala was, as usual, an evening of good laughs, friendship, and camaraderie we'll all remember. Our Master of Ceremonies was club Treasurer, Bill Simons, who provided a mix of humor, commentary, and order to the evening's proceedings.

Up Front with the President

January 2020



President's Message January 2020

I hope everyone had an enjoyable holiday season. It is a wonderful time of year to celebrate, reminisce about the past year and plan for the new year with friends and family. This year's super weather – no severe cold or snow to dampen our celebratory mood – also enlivened our spirits and improved our outlook for the coming year. On the other hand, I hope those end-of-year chores (minimum required distributions, etc.) have not detracted too much from the otherwise joyous season.

This year's Holiday Gala at P. J. Skidoos wrapped up the 2019 NVRG year. It was delightful to see so many of our NVRG members in one place with great camaraderie and holiday merrymaking. Read all about the event in Jim LaBaugh's article in this issue.

A gentle reminder: the deadline for renewing memberships is January 31. Renew by sending a check to our membership chair 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.

Your Board of Directors and committee chairs are currently planning the 2020 lineup of activities. If you have suggestions or constructive input regarding meeting programs, tours, garage visits, social activities, technical seminars, etc. please contact a board member or committee chair. Fresh ideas are always welcome.

The first membership meeting of the new year will be on Tuesday, January 14, at our usual meeting location, the Nottoway House in Vienna. Our featured speaker Thetan Ogle will present his experiences in driving a Model T across the country and back last year. More than a travelogue, this program "Ocean to Ocean to Ocean in a Model T" is sure to be just as unique and interesting as the Model T itself. I look forward to seeing you there.

Happy new year and best V-8 wishes to everyone,

John

2020 NVRG Officers and Terms	2020 Directors and Terms	Committee Members
President – John Ryan (2020–21)	Membership – Gay Harrington (2020–21)	Fairfax Show – Dave Westrate
Vice President – Cliff Green (2020–21)	Programs, Refreshments – Dave Gunnarson (2020–21)	Tours Chair – Hank Dubois
Secretary – Nick Arrington (2020–21)	Webmaster, Property – Ken Burns (2020–21)	At-large – David Skiles
Treasurer – Bill Simons (2020–21)	Sunshine – Keith Randall (2020–21)	At-large – Jim LaBaugh
	At-large – Jim McDaniel (2020–21)	

Holiday Gala, cont'd.

Our usual destination for the party was the lower level banquet room of P. J. Skidoos in Fairfax, VA. Joe and Sara Freund have been making the arrangements for this event for many years now, and their work on behalf of the club is greatly appreciated. Having a banquet room all to ourselves that is nicely decorated for the holidays brings out much good cheer among the NVRG faithful.

Arriving participants quickly filled up the front table of the hall with gifts for the traditional after-dinner exchange.



Gifts piled up on the display table at the front of the room, waiting to be chosen and opened.

Guests then mingled to swap stories and remembrances, selected their seats from among the many dining tables, and kept the cash bar in business on a nearly continual basis before dinner.

Once people found their seats, President John Ryan welcomed everyone and thanked the Friends for organizing the dinner. Keith Randall followed with a report on club members currently dealing with illness or family concerns and asked that we keep those club members in mind as they navigate those challenges through the holiday season and beyond. Dave Westrate concluded the opening of the festivities with his customary thoughtful, reflective, and comforting invocation. Lively conversations at every table added holiday seasoning as meals were then served and consumed.

After desserts arrived along with coffee, emcee Bill Simons took charge and went over the rules of the road for the gift exchange. At the beginning of the evening, as each person that brought a gift

arrived, the Friends provided them with a numbered ticket. The order of gift selection was based on random drawing of numbers matching those tickets. The first person whose number was selected then picked one of the wrapped gifts, opened it, and displayed it to one and all. The next person selected repeated this process, but after opening a gift, that person could choose to either keep that gift or exchange/trade it for one that someone else had previously selected. At the end, the person who picked the first gift could then choose from all of the gifts. As is typical for this event, some of the most popular items changed hands multiple times, such as ones handmade by club members.



Showing one on the more popular gifts of the night, a hand-crafted custom V-8-engraved ash and walnut cutting board, Susan Sikes was the first of many temporary "owners" that night.

Throughout, Bill Simons kept things moving with commentary and humor worthy of a late-night talk show host. Several of the gifts this year were signs that some V-8ers also have cars that were driven in the days of prohibition, perhaps fitting because the entry to P.J. Skidoos banquet hall evoked the

ambiance of a speakeasy portal and attendees were dressed as if they were part of the set going to such clubs between 1920 and 1933, or the Café Society in the V8 era that continued once prohibition ended.

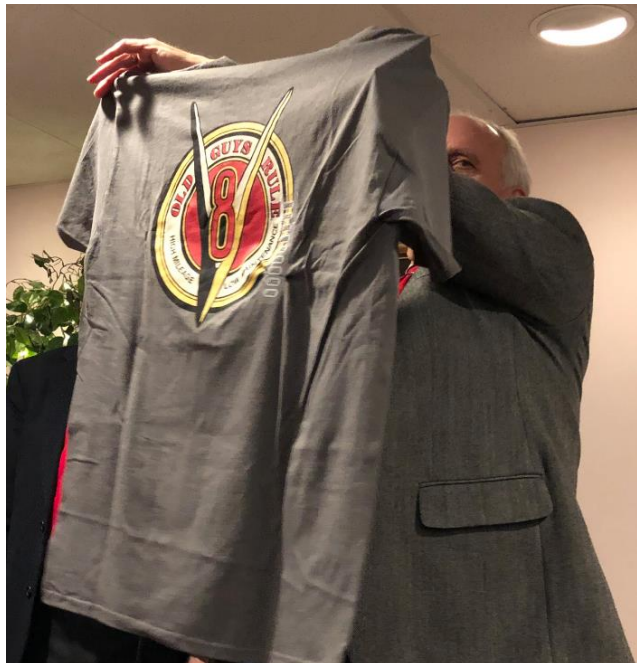


Dianne Groves was intrigued by the shape of the gift she selected.

The night concluded with continuation of many conversations and exchange of best wishes for the New Year ahead as the joyous crowd slowly dispersed.



At the end of the evening Master of Ceremonies Bill Simons and Liz Simons bid all a Happy Holiday. Liz was the lucky winner of the first ticket picked, which allowed her to choose from all the opened gifts as the final trade.



Keith Randall shows off an "Old V8 Guys Rules" T-shirt. The shirt was popular, as someone else quickly snatched it from him in trade.



3-D Printing Is About to Save the Military Billions of Dollars – A Latrine Wall for an Old Plane Is a Sign of Things to Come

Article by Will Roper, assistant secretary of the Air Force for acquisition, technology, and logistics.

The following article appeared in the Washington Post on December 26, 2019, and was submitted for posting in the Valve Clatter by Milford Sprecher.

In my job, I get to see some amazing military technology: high-speed weapons that penetrate seemingly impregnable defenses and swarming microdrones dispensed from fighter jets. I keep mementos of these wonder weapons in my office. Something unusual just joined their ranks: a latrine panel from a C-5 Supergalaxy cargo plane.

It's an odd-looking piece of molded plastic,

about the size of a toaster, and its job containing wastewater is more necessary than cool. But I keep it in my office because it represents a significant advance in military parts purchasing. Using a 3-D printer, our Air Force engineers made this latrine panel for \$300, saving \$8,200, compared with the open market prices we once paid through the Defense Logistics Agency.

Though our military is replete with cutting-edge equipment like stealth aircraft and [flying emergency rooms](#), there's a side of weapons-buying that's highlighted less often: the maintenance of older systems, like the [amazing C-5](#), which entered service in 1969. It moves the military's heaviest equipment, including tanks and helicopters, and must be kept war-ready 24-7. This upkeep — "sustainment," in military parlance — accounts for about 70 percent of a weapon's total cost of ownership according to Government Accountability



An Air Force F-16 is refueled over the Atlantic Ocean from a KC-135 tanker. (File photo Washington Post)

Office assessments. For the 52 C-5s the Air Force operates, this amounts to about \$620 million per year.

[*\[America never committed to training Afghan forces. I know because I tried.\]*](#)

But takeoff-ready airplanes are the delineator between a fight-tonight Air Force and a mere air show. Because the United States requires the former, we've borne this expensive side of defense economics for decades. Warplanes like the C-5, the [KC-135 aerial re-fueler](#) and the [B-52 bomber](#) play indispensable roles in our nation's defense, but many of these aircraft are considerably older than their pilots. If they were cars, they would be collectors' items. And, like classic cars, it's increasingly expensive to keep them running with replacement parts in short supply. Except, unlike cars, our planes are on the front lines every day, not kept in the garage for Sunday drives.

But new manufacturing technology is poised to change this in a way that will streamline maintenance and save federal dollars.

Laws of supply and demand work against our military when it comes to old parts, as antique car enthusiasts well know. You start with the challenge of motivating companies to take our 2-D drawings, create 3-D models, machine prototypes, check myriad military standards (for burning point, melting point and other specifications), then dedicate equipment and people for a small production we probably won't reorder for many years. Supply (there is none) and demand (it's essential for us) require us to keep raising the offering price until it motivates a manufacturer — all the way to \$8,500 in the case of the C-5 latrine panel. Below that price, manufacturers say it's just not worth it to reopen production.

Even sticker-shock prices don't always motivate companies. According to our estimates, more than 10,000 parts requests are delayed or unfilled each year despite our reluctant willingness to pay premium prices defense outsiders should reasonably question. If you're wondering why it cost the Air Force over \$2,600 for a C-5 aft pressure door handle in 2018, it's because manufacturers did not bid when the price was lower.

We now save both time and money printing them from titanium for \$188.

In two short years, 3-D printing has spread

across the Air Force. Today, we print thousands of spare aircraft parts from metals and polymers, lowering operating cost by tens of millions while getting planes back to the fight faster. The need is severe: For example, three C-5s are grounded, awaiting exhaust ducts because our purchase offer of more than \$430,000 for eight units did not entice a single supplier for months, forcing us to cannibalize parts from the "[aircraft boneyard](#)" at Davis-Monthan Air Force Base. When we finally received a bid, the earliest delivery was 34 weeks.

[*\[It's up to Israelis to stop Iran's nuclear program. Here's how they did it before.\]*](#)

Not surprisingly, we're working hard to print these exhaust ducts in the future. But certifying safety-critical airplane parts requires PhD-level engineering. Differences from printer to printer can introduce peculiar defects not found in traditional manufacturing. Understanding which minute flaws grow under the stress and strain of flight is the key to safety, and takes time. It's a driving reason the Air Force is hosting the first [Advanced Manufacturing Olympics](#) next summer to build awareness of such challenges and reward solutions.

The chasm between part maker and part user wasn't always large. Julius Caesar's army could smith swords, fletch arrows and build bridges thousands of miles from home. As recently as World War II, the United States had sizable numbers of in-house military makers crafting spare parts. It's hard to imagine the aircraft carrier supplanting the battleship's supremacy had it not been for aviation machinists and metal smiths who made and repaired aircraft parts far from home.

Advanced manufacturing is bringing back this military's maker role in the Air Force.

Though we're already forecasting billions in savings, new initiatives, such as certifying printers instead of the end-state product, should soon allow us to supply even more out-of-stock parts. Our aim is to be able to abstract parts from the printers that make them, allowing consistent replication as printer technology changes. But we don't want to go it alone. We want the best manufacturing "athletes" to join us this summer and help us end the days of aircraft down awaiting parts. Air forces are meant to fly, after all.

2020 NVRG Membership Renewal



Happy New Year to all! I hope everyone is enjoying this holiday season and wish each and every one of you a very happy, healthy, and enjoyable 2020! I'd like to thank the 65 NVRG members who have already paid NVRG dues for the New Year. This means *we are nearly at the halfway mark* with a month to go! The NVRG uses your \$25 annual dues in many good ways—to pay for our monthly meeting location; keep our award-winning newsletter going; and support and enhance our events and tours, some of which allow us to continue our annual support of the Armed Forces Retirement Home (AFRH) in Washington, DC. The AFRH provides housing and care for military veterans from all branches of our nation's armed forces.

If you haven't renewed your dues for 2020, you're *not* late—December and January are our normal collection months. Please make your \$25 check payable to NVRG and send it to me, Gay Harrington, 3080 N. Quincy Street, Arlington, VA 22207 by 01-31-2020, and include changes of information you may have from last year.

Not sure if you've paid? I'll be sending out a New Year's email soon, but please feel free to email me or call and I'll let you know what I have in the Club records. Enjoy your winter adventures and prepare for a great V-8/V-12 springtime!

Gay Harrington, NVRG Membership Chair
703-888-0180 / hahsuj@gmail.com

Welcome to our newest advertiser!





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 1983. Extra running 16 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)

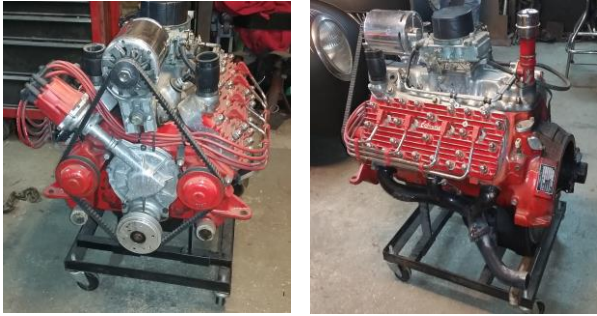
LL Bean (Schwinn) Women's Bicycle: High-end, beautiful blue, Sport Cruiser 7, built for women 5'0" to 5'4", dual hand brakes, 7 speeds, comes with basket and lock, \$125. **Stan Johnson**, 703-644-0758, Fordyhorses@aol.com. (09/19)

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)



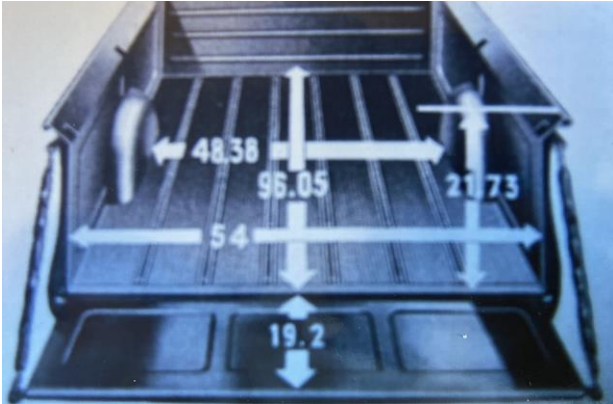
1939 Ford Hot Water Heater. Need correct heater switch and core for same hot water heater (I have a good shell). **Mel Herwald**, 540-925-2222, mherwald@mgwnet.com. (10/18)



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 2020 Calendar



January	
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 – Nottoway Park. Program: Ocean to Ocean to Ocean in a Model T – Presenter: Theton Ogle – Refreshments: Cliff Green
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 – Nottoway 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.
March	
10	Membership Meeting – 7pm – Nottoway Park. Program: Member Show and Tell – Presenter: Membership – Refreshments: Jim McDaniel
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
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
31	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.

Down the Road



March – Flea market (date TBD)
June 15–18 – 2020 Eastern National Meet

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

Classic Car Solutions

CLASSIC CAR SOLUTIONS

540-273-7518

info@classiccarsolutions.net



DULLES
AUTO CLINIC

Quality Service at Affordable Prices
dullesautoclinic.com



Foreign



Domestic

703-481-6300

106 J Oakgrove Rd
Sterling, VA 20166

Wayne R. Judd
President/ASE Master Technician



DULLES
AUTO CLINIC

(703) 481-6300

106 OAKGROVE RD., UNIT J. | STERLING, VA



PT Auto Experts

Your one stop shop for all your automotive needs

Tony Muller
OWNER

340 Mill Street NE
Vienna Va 22180
703-281-7506

ptautoexperts.com
ptautoexperts@aol.com



NVRG Car of the Month
Jeannette & Barry Moore-Hall « 1950 Ford Custom Tudor



FIRST CLASS MAIL

**Regional Group 96
Early Ford V-8 Club
Post Office Box 1195
Vienna, Virginia 22183**