



Northern Virginia Regional Group

www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

Editors, Nick Arrington & Stephanie Beavers

Volume XLII, No. 6, June 2020

Yes, Virginia, You Can Have a Car Show During the Pandemic, but It Must Be a Drive-By

By Susan Skiles



In late April, the club received a request from Hunters Woods at Trails Edge, an assisted living community in Reston, VA, to bring cars to the community for viewing by the residents. After discussion by the Board about the Virginia governor's stay-at-home order in effect and how we would be able to manage it, the Executive Operations Officer of Hunters Woods helped by providing a letter to law enforcement officials stating that the drivers of the vehicles to be included in the drive-by visit were essential volunteers, and were to be considered vital for the mental and cognitive well-being of the Hunters Woods residents. We always knew we were vital! The usual suspects (as described by Ken Burns) agreed to participate, and met at Fair Oaks Mall parking lot on Saturday, May 16. We were so excited to see everyone, but took care to stay safe distances apart.

Up Front with the President

June 2020



President's Message June 2020

I again hope this issue of the Valve Clatter finds you, your family, and your friends in good health, successfully avoiding the COVID-19 virus. Our Sunshine Chair Keith Randall reports that he has not heard of any of our members being infected. No news is good news.

Our "drive-by" car show to the Hunters Woods at Trails Edge senior living community in Reston was a total success. Fourteen club member cars turned out to entertain the residents at the facility who, reportedly, were very appreciative. It was a very welcome break from the shelter-in-place boredom while still allowing members to maintain the requisite social distancing. The tour included a pleasant drive to/from Reston along scenic roads with less-than-normal traffic. It was especially satisfying that the event was held on the same day we would have held our annual Fairfax City car show. A big thank you to Hank Dubois for planning the event. Read all about it in the article by Susan Skiles in this issue.

The success of the Reston event provides some guidance on how to hold NVRG events while maintaining social distancing and conforming with government requirements. Your Board of Directors is considering an additional event in the next month or two. If it becomes reality in June, we will notify members by email (or phone for non-email users). In any case, we will be very cautious and design any near-term event with the well-being of members as our first priority.

In last month's message, I purposely sounded an optimistic note about returning to some approximation of normal life. However, I now have to openly admit that it looks like the COVID-19 situation will be impacting us to a significant degree for most of the summer. Even the fall season of old-car events is in jeopardy. I'll try to get back to an optimistic tone next month.

Stay safe,

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)	

Car Show, cont'd.

Meeting up at Fair Oaks Mall



Who's under that mask?



Happy to see each other again!





We followed Hank DuBois from Fair Oaks Mall to the staging area at Hunters Woods shopping center, across the street from the Trails End Assisted Living Community. Residents were out on the sidewalk and balconies waiting for us. Cub pack 159 of Reston was along the driveway with the flags of the US branches of service.

Descriptions of the vehicles and owner information (which follow on the next four pages) were provided to the community by Hank and read over the P.A. system to the crowd as each car drove by.

1931 Model A Ford Town Sedan



Jim and Connie Baker from Fairfax drove “Ruby,” their 1931 Model A Ford Town Sedan with a custom sunroof and fitted up mechanically for modern day touring. This car is driven extensively and has even participated in a multi-country European tour. Jim is a retired USAF fighter pilot with 28 years of service, including Reserve time. In civilian life, Jim was an American Airlines captain for many years before retiring.

1931 Model A Ford Town Sedan



Mike and Stephanie Petty from Fairfax also drove a 1931 Model A Ford Town Sedan. This Model A has also been fitted up recently (including overdrive) for modern-day touring, and the Pettys are looking forward to driving it a lot. Along for the enjoyable ride is Mike’s mother, Beverly, who is visiting them from South Carolina.

1934 Ford Cabriolet



Dave and Susan Skiles from Manassas drove a 1934 Ford Cabriolet. The Cabriolet is a lot like the Roadster of the period except that it is more sturdily built and has roll-up side windows, so it’s much more versatile and comfortable. Dave wanted this model since he was 12 years old.

1935 3-Window Coupe



Hank and Cindy Dubois from Fairfax drove a 1935 Ford 3-Window Coupe. Ford also made a 5-Window Coupe during this period, but the 3-Window Coupe is much rarer. Hank has outfitted his Coupe with a ‘50s era hot rod engine and it represents the car he wishes he’d had in high school in the late ‘50s/early ‘60s.

1938 Ford Deluxe Fordor Sedan



Keith and Susan Randall from Springfield drove a 1938 Ford Deluxe Fordor Sedan. This is an unrestored car in superb condition that originally came from Wisconsin. Keith served as a pilot in the USAF, USN, and USCG, serving tours in both Vietnam and Desert Storm, and retiring from the USCG. In civilian life, Keith continued to fly, including with American Airlines as a flight engineer before retiring. Susan also served in the USAF as a flight nurse.

1939 Lincoln Zephyr Fordor Sedan



Dave Blum from Vienna drove a 1939 Lincoln Zephyr Fordor Sedan. This is also a superb unrestored original car that has a V-12 engine, rides like a limousine, and is Dave's pride and joy. Dave served in the USAF for six years as a flight mechanic and crew chief.

1940 Ford Deluxe Station Wagon "Woody"



Cliff and Sandra Green from Clifton drove a 1940 Ford Deluxe Station Wagon, or Woody. Cliff and Sandra have had this car for many years and Cliff has fully restored it, doing much of the work himself. Cliff served in the USAF for 5 years as a fighter pilot and, in civilian life, was an American Airlines captain for many years before retiring.

1941 Ford Super Deluxe Station Wagon "Woody"



Ken and Helen Burns from Fairfax drove a 1941 Ford Super Deluxe Station Wagon "Woody." This was the most expensive car Ford built in 1941 and the first Ford to list for more than \$1,000. Ken purchased this car on a used car lot in Southern California many years ago and fully restored it doing much of the work himself. Ken retired from the USN after

24 years of service. He was a helicopter pilot and served in Vietnam as a combat search and rescue pilot.

1949 Ford Station Wagon "Woody"



Bill Simons from Arlington drove a 1949 Ford Station Wagon, "Woody." This was the first year for the handsome so-called "Shoebox" Fords which were radically different both style-wise and mechanically from earlier Fords. Bill believes in driving his vintage Fords and has driven this car extensively including a trip across the USA and back.

1950 Mercury Monterey Tudor



Leo and Kathy Cummings from Alexandria drove a rare 1950 Mercury Monterey Tudor. Unlike most Mercury Tudors of this era, this car has the first of its kind roof décor. 1949, 1950, and 1951 Mercury Tudors were very popular with customizers back in the day and it's hard to find an original example today.

1951 Ford Custom Tudor



Jim McDaniel from Springfield drove a 1951 Ford Custom Tudor. Jim has outfitted this Florida car to represent a period Florida Sheriff's Cruiser and it has the correct flashing red lights, a working siren, a "whip" radio antenna, and heavy-duty bumper guards. It's a crowd pleaser at car shows and a fun car to have on Club tours. Jim is a retired USA Lt. Col. and was a master Army aviator. He served 2 tours in Vietnam flying troop and gunship helicopters.

1951 Ford Custom Tudor



Frankie Martin from Fairfax also drove a 1951 Ford Custom Tudor but this one is bone stock and near perfect. Frankie came of age here in Fairfax Co. in the late '50s and early '60s and he would have loved to have this car back then when he was in high school.

1953 Ford Crestline Sunliner



Wayne Chadderton from Herndon drove a pretty 1953 Ford Crestline Sunliner Convertible. This was the last year for the valve-in-block, or flathead, engine in US-produced Fords and 1953 marked the end of the 23-year reign of this iconic V-8 engine. The 1953 Ford Convertible was the pace car for the Indianapolis 500 Race that year and a Limited Edition version of the car in white was produced with appropriate gold markings, etc.

1963 Buick LeSabre



Jim and Edna Cross from Leesburg drove a 1963 Buick LeSabre. Jim and Edna have a number of really fine antique cars and they selected this beauty to show Saturday. Jim is a master craftsman and does much, if not most, of the work on their cars.

1964 ½ Ford Mustang



Brian, the Pack 159 Cubmaster, from Reston, drove a 1964 ½ Ford Mustang, the first of the Mustangs.

As each car left the facility, the staff passed out picnic lunches. All the cars were driven en masse down the community driveway for a grand finale. This was a favorite of the residents. We followed Hank on a scenic drive on the way back to Fair Oaks Mall. Several cars passed up a turn in order to head straight home and some missed the turn but were able to recover.

Below is a link to a video of the grand finale drive. The link has also been posted to the club website.

<http://nvrg.org/Tours%20and%20Events/DriveBy/DriveBy.mov>

Many thanks to Hank DuBois for leading this expedition and editing this article. Thanks also to Sandra Green for the video and to Ken Burns for posting it to the website.

See page 17 to read the Thank You letter from the LifeStages Director at Hunters Woods at Trails Edge.

RESTORATION UPDATE

'39 Fender Update

By Dave Westrate

We all know our club member Thetan Ogle from his recent coast-to-coast trip in a Model T. As many of you also know, he is a world-class metal fabricator. Years ago, he restored the floor pans and rear inner fender wells for the woodie and has now finished the four fenders. These pictures show a lot of the work.

The rear fenders are very rare and looked nice, but—wouldn't you know it—they were full of lead, body filler, and bad metal.



The fronts had some lower tip rust damage and dents around the head light sockets.



Thetan had to fabricate a full one-third of one of the rear fenders. He is a true craftsman in every sense of the word.







Thetan Ogle has a college education in the restoration “arts” and worked for years as the chief metal fabricator at White Post Restorations. In recent years, he runs his own shop and has worked on some of the most historically significant cars in existence. He has created almost whole bodies and complete fenders using other museum pieces for patterns. He sent me 179 pictures of my fenders as the work progressed. I wish I could show them all to you, but decided on these few.

HARD TO FIND

Series of Stories of that Hard-to-Find Part
Collection gathered and compiled by Cliff Green

1) Cliff Green

Of all the pieces to make the Woodie “correct” – the way Henry built it – was to find a rear covered spring. This was the most difficult part to find. The station wagon was equipped with a heavier spring than the passenger car due to its ability to carry more passengers. Thus the wagon had a slight nose low tilt. The Deluxe version had the rear spring covered with thin galvanized metal on top of canvas in order to contain the graphite-type lubricant and keep dirt out.

At Hershey one year, I found a NOS covered spring with the part number for a sedan delivery that had 12 leaves – two less than required. This arrangement helped pass muster to achieve a Dearborn award, *except* with passengers in the rear seat, the front wheels were squirrely and the wagon did

not have the correct stance!

A friend of mine from Georgia who restored three ‘40s was encountering the same dilemma I had! However, he had just the spring cover only, one that was too large for his sedan 10-leaf spring. Low and behold the part number matched the one I needed!

I had Charlie France of Great Expectations Restorations make up a bottom plate and mount the cover on the correct spring. Search over!



Spring cover

2) Art Spero

Cliff, in response to your request for the toughest part to find... It took me 20 years to find a hot water heater switch for my ‘40 coupe. I was at Carlisle in 2010 and stumbled across a guy who had two NOS switches – *two!* He wanted an astronomical price for them, but after some friendly discussion, he came down from the clouds and sold me one for \$25. I was fully willing to pay substantially more, but I guess he felt sorry for me. It was my lucky day. I got the switch verified as NOS by an old friend, Gary Mensinger, who was vending then at Carlisle also. I now wish I had bought the other one. Oh, well, best not to be too greedy.



Heater

3) Dave Henderson

Here's a tidbit for you – and, it complies with “early” and with “V-8,” well, sorta: My ‘64 Mercury Comet Caliente hardtop has a 289 with the 5-bolt transmission found only on the early version of this car. The tough part was that I needed to replace the transmission plus restore the non-reproduced rear quarters which were very rusty. Solution: a \$100 parts car found right here in Vienna with everything I needed plus lots more.



Henderson Comet

4) Clem Clement

Back in the spring of 1956, I came across a very tired 1940 Mercury convertible sedan beside the 8th street St. Mathew Church in Hoboken, NJ. A borrowed \$25 and several fraternity brothers, and she was pushed near the fraternity house. That spring and summer I got to know many junk yards and their owners, scarfing parts and pieces for my prize.

Among the better chrome was a pair of fog lamps with mounting brackets. They rode the '40 Merc proudly, the few times I drove her. They moved into my storage boxes when the '40 Merc moved on, and the fogs rested for 50+ years. When my 1939 Ford pickup came by to live with us, the fogs were repolished, faked-up nicely with silver touch-up paint, and now shine brightly on the pickup. They look right and actually function well, although the '39 Ford pickup and his driver is afraid of the fog.



Clem fog light

5) Dave Westrate

The hardest part that I have had to find was the stainless steel windshield trim for the 1939 woodie project. These are on the Deluxe model but not the standard. They are very thin pieces that are incorporated into the rubber windshield gasket. They are attached in the center on the bottom with a stainless steel clip that also holds the two loose ends together and secures it to the windshield structure. Of course there were no clips, so I will have to make them but I am counting my blessings nonetheless.

An obvious question is where I found them, when, and what did I pay?

The answer is that I simply don't remember! I tried to get away with this story without answering these questions, but Cliff Green, who is editing these stories, called me on it. Now, keep in mind that I got these about ten years ago (I think), so I should be granted some slack. I have asked those who might know something about it but no help was forthcoming. I then thought about making up a story like the one Ken Burns tells about needing a third seat for his woodie and the first step he took onto the field at Hershey one year there it was. Oh, well, what's the old saying, “The truth will set you free.” I wonder what else I have forgotten. (See photo next page.)



Windshield moulding

6) Bob Malley

I was having my 1939 Mercury sedan coupe restored, and it had some very unusual characteristics that made it special: 1) It had the rare “Ford Mercury” hubcaps; 2) The hood safety latch was a separate hook attached to the radiator core support; 3) The window bugs had a 1937 date, as the rear glass was the same as a ‘37 Ford; 4) The upholstery was cut with a pinking shears, rather than a band saw; 5) The “Mercury-Eight” hot water heater is unique, and the search for that special part was the voltage regulator! In 1939, and only 1939, Ford Motor Company used a square, cadmium-plated voltage regulator. I wanted this car to be as authentic as Henry Ford’s, and I called Ford parts vendors all over the country for the part to no avail. Then, at Hershey, I approached a Ford vendor and inquired if he had one. He replied that he did not have one with him, but thought he had one at home. Our conversation went like this:

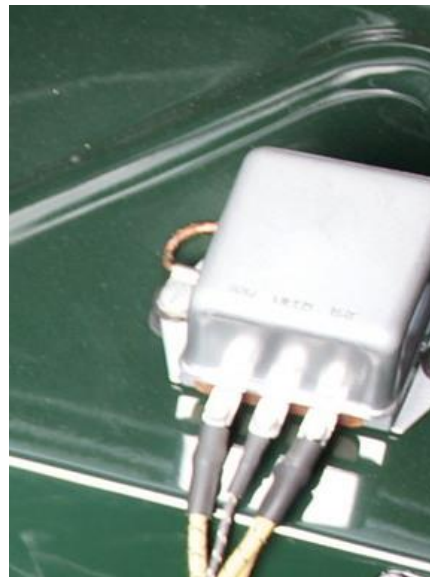
I asked, “How much?”

He said, “\$185.”

“Does it work?”

“I don't know. Take or leave it. If you want it, give me the \$185 and I'll pay the shipping.”

A week after Hershey, I received the regulator, and it worked! It worked for twenty years, and then gave up the ghost. I never forgot the man’s last name: Drinkwater.



'39 regulator

7) Jeanette Hall

My difficult parts to find were the hood and trunk ornaments, since my car is an early '50 and they do not have a bezel around them, so they were rare when I was searching. I did locate them at a national meet flea market many years ago and still have one extra. I suspect they would be even more difficult to find now. The car is unique because it is an early '50.

8) Lad Price

My part wasn't really hard to find, just hard to get. It was a rear bumper for my '40 Standard coupe. Advertised in Drake's catalog as originally a '41-year-only piece with the Ford script logo stamped into the middle, it was very popular with early Ford rodders.

I ordered one unit and was told it was on back-order and they didn't know when it would be back in stock. These bumpers are apparently made in the Far East. So, I kept calling and calling and waiting and waiting.

Finally, one year later, the bumper arrived. It's beautiful. Anyway, it was frustrating, but worth the wait.

I've ordered lots of good parts from Drake with a couple of duds – a fuel pump and dimmer switch. I suppose what he does is take X number of orders to make it economically feasible, then puts in the order.

9) Rusty Rentsch

A few years ago, I rescued a '69 Torino Fastback GT. It was sinking into the front yard out in Western Loudoun. It is almost a complete car, but missing a few things, and several pieces had deteriorated beyond salvage. The one piece I have had a terrible time finding is a simple stainless steel trim piece that sits on the rear quarter panel extension.

The '69 Torino Fastback is a two-year body style shared by Fairlane sport roofs and Mercury Cyclones. The trim and body panels for the formal roof cars are different. While not that rare, parts for the '68 and '69 Fastbacks can be difficult to find. It's a big car, so most stayed outside and either rotted away or were crushed. Only now, reproduction panels are slowly hitting the market.

As I scrounge for parts, this one trim piece has been elusive. I have a network of sources for parts and they never seem to have it. One of the guys that I have bought parts from told me it is almost impossible to find these and he has seen them missing on nicely restored cars. Last year at Carlisle, I found a set for sale that were nicely polished – pristine and a price of \$700! That exceeded what I paid for the car. Nevertheless, I left them in Carlisle.

A few weeks ago, while doing my daily search for '50 Ford, Mustang, and Torino parts on Facebook and Craigslist, I came across a CL post for '60s Ford Parts listed up in PA. The title picture was an engine. As I swiped through the pictures, I saw 3 big block V-8s, 2-sets of very nice GT wheels, Mustang interior parts, various body pieces, and a pair of '68 Fairlane rear quarter extensions. Attached to those extensions were two decent trim pieces – just what I needed. All for \$40 plus shipping. They need to be polished and a dent needs to be straightened, but, despite these flaws, they are good as gold to me



Trim piece

10) Bill Simons

When I first looked at my '49 Woodie in Limerick, ME, in August 2001, it was completely disassembled with the parts scattered in two different locations. It was impossible to do an inventory and, not even knowing what special Woodie parts to ask about, I took the seller's word that all the original parts were there. The deal was made, and everything was transported to my garage in September. As it turned out, the seller was correct, all the parts were there – with two exceptions.

The first part I didn't even know was missing. About a year after the sale I received a phone call from the seller stating that he was cleaning out his barn when he found something that I might need. It was the heavy steel top cap for the lower tailgate. It would have been very difficult to find a replacement! He delivered it to me at fall Carlisle in 2002.

The second missing piece was the stainless steel beltline strip for the rear quarter panel. I searched high and low for months without success until I was referred to a guy who was also restoring a '49 Woodie who lived in MN. I called him up and, yes, he had an extra piece that was not in very good shape that he would sell for a very reasonable price. I sent it off to be professionally straightened and it came back to me in perfect condition. The guy in MN was Bruce Nelson, our club's current National President, and we have been good friends ever since.



Tailgate



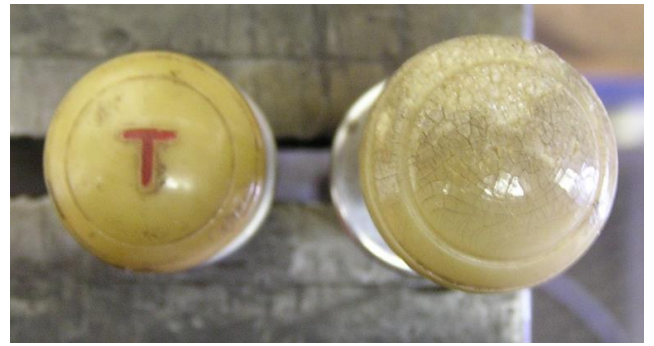
Moulding

11) Ken Burns

My Wish List – Close But Not Quite There Yet

Still looking. There's a big thing (literally) on my wish list. Unlike Cliff, I'm still looking (after 50 years) for a *covered* rear spring for my green Woodie. Fortunately for me, my black Woodie came with a covered rear spring. '41 Fords used a variety of springs: 9-leaf, 10-leaf, 11-leaf, 13-leaf, and 15-leaf. Some were covered and some weren't. If you bought a 1941 Deluxe Station Wagon, it had an uncovered rear spring. If you bought the Super Deluxe Station Wagon, it had a covered rear spring like the upscale Mercury. It's a 15-leaf sucker that was used only on '41 Ford/Mercury Woodies – 19A-5560-E.

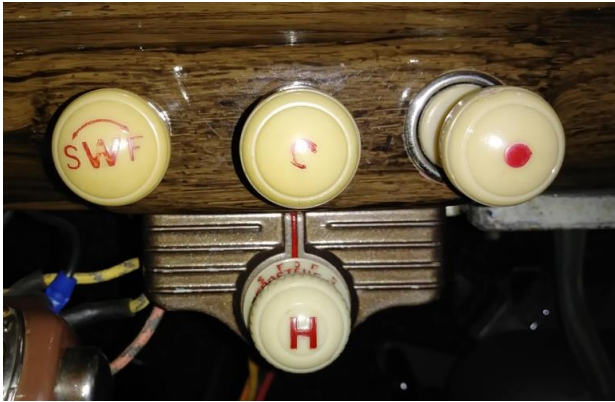
Search over. Have I ever mentioned that in 1941 Ford made an absurd abundance of small changes during the model year? Well, maybe once or twice, you say. Here's another example. There's a difference in dash knobs. Really. The early car knobs are larger than the late '41 knobs.



The green Woodie had a mish-mash of early and late knobs when I bought it in 1969. Compare the original throttle knob (above right) with an early example (above left). Over the years, I'd found NOS or perfect used knobs for everything except the throttle. We're talking about numerous CA swap meets during the 10+ years I lived there; numerous Hersheys over the past 35 years, and the early years of eBay – nada, squat, zilch. That sun-baked early knob sure stood out. Then, one year, as I was making my annual inspection of Bob Jones goodies in the Carpenter tent, there it was: a perfect early 1941 Ford throttle knob assembly. Well, half a complete assembly; the rubber vibration dampener had broken and only the upper section from dampener to throttle knob remained. It wasn't cheap, but since I'd never found one (you might call it the Holy Grail of my green Woodie dash knob hunt) money changed hands. I figured out how to make one complete throttle rod assembly out of two partial assemblies.



The Crown Jewel of my early '41 dash knobs sits proudly in the middle.



The rest of the collection.

The quest continues. Now, if I can finally find that elusive covered rear spring!

Look for more Hard-to-Find articles in the July issue of the Valve Clatter.

TECH TIP

Tech Tip – Clutch Bearing Insertion Tool

By Dave Gunnarson

The engine rebuilder for my 1935 flathead did not include a transmission input shaft bearing which fits in the flywheel. It was easy to purchase one but, in reading up on this part, several sources recommended being very careful to start the bearing in the flywheel hole square so as not to damage the bearing or the hole. I also noted that K.R. Wilson Tools made a tool just for this purpose. Since I will only be doing this one time (hopefully), I figured why not make a simple tool on my lathe from scraps in the garage. I created a drive tool by turning a short section of aluminum rod to just less than the inner diameter of the bearing and then rounded off a chunk of aluminum plate to just under the diameter of the outer bearing race diameter. I drilled and tapped both of these to 5/16"-18 thread. I bored and tapped a similar hole in a scrap aluminum rod to serve as a handle. The three parts screw together with a short section of threaded rod. I realized that I can reuse the handle for other bearing installations by making other drive parts, so this may get a second use at some point in the future.





2222 Colts Neck Road, Reston, Virginia 20191. 703.429.1130, 571.323.1221 f. www.IntegraCare.com

May 17, 2020

Dear Mr. Henry Dubois and Northern Virginia Regional Group #96, Early Ford V-8 Club of America,

Thank you so much for making the *Salute to Our Armed Forces Antique Car Show* happen. It was an absolute joy to see 14 of your cars roll through our parking lot one at a time, then having the special treat of the grand finale of all your cars! In a time when the world is focused on mitigating virus's, my goal is to also continue the promotion of the other dimensions of holistic well-being, to include spiritual, social, cognitive, and emotional well-being. The volunteers from your club this past Armed Forces Day did just that-for that you are heroes, thank you.

Hank, I want to personally thank you for the many hours you spent leading up to this event planning with me and collaborating with Scout Pack & Troop 159 to truly honor our armed forces through the military flag presentation. It was fun to see the many heroes in your club that have served drive slowly by their flag.

From the bottom of my heart I want to give a special thanks to: Jim Baker, Keith and Susan Randall, Dave Blum, Cliff Green, Ken Burns, and Jim McDaniel for serving in our Nation's Armed Forces and protecting the country I love.

Your organization of this event was a huge success! Everyone had something positive to say, and our residents immediately wrote you a thank you card of their own. Thank you to your families for spending all of Saturday morning with us, and for the many hours of preparation leading up to this event.

I hope we can do something similar in the future! God bless,

-Paul

Paul Adam, LifeStages Director- Hunters Woods at Trails Edge

IN THE REAR VIEW MIRROR

By Ken Burns

Tom Shaw was the catalyst behind of annual City of Fairfax/NVRG Car Show. After the 1999 show, Tom turned over the reins to Dave Westrate. We all know what a superb job Dave has done over what would have been his 20th show if not for the ongoing pandemic. We also know that a paint job is only as good as the body work under it. Without Tom's hard work and vision there would have been no foundation for Dave to build on.

I needed help in recreating the June 1999 VC article about the show that follows. Simmy Murdock (*Fairfax County Times*) told me there was no digital copy of the May 20, 1999, issue. He suggested I contact the Fairfax County Library in Fairfax City. Librarians Laura Wickstead and Elaine McRey worked with me remotely to find the issue and send me electronic versions of everything I was looking for. They all deserve our thanks.



VALVE CLATTER



THE EARLY FORD V-8 CLUB OF AMERICA Regional Group 96

Volume XXII, No. 6

June 1999

Cliff Green. Editor

NVRS CAR SHOW DEEMED SUCCESS

Tom Shaw

Mother Nature smiled down on us and provided the most beautiful weather we could hope for on our second Antique Car Show. I would Judge the Antique Car show a success. The old car turnout was better than last year with 87 cars registered at \$6 apiece. Appearance of the restored emergency vehicles certainly helped our old car numbers. They also got a lot crowd attention. Although I don't have the exact number yet, I understand we collected approximately \$1200 from walk in customers.

As you can well imagine a lot of behind the scene work went into organizing the show. In addition, many people contributed their time and talent by volunteering to work on show day. I am very appreciative of everybody's effort.

I would like to recognize those people who worked on the Antique Car Show committee and spent many Saturday mornings at the Bagel Shop in Fairfax City involved in organizational meetings. Each person volunteered to be responsible for major functions of the event.

Thanks to Don Lombard for helping me Co-Chair the committee and for his excellent job on the old car registration. Dave Westrate provided great support in getting the dash

plaques engraved as well as the three trophies ordered and delivered on time. Dave somehow convinced the owner of Camper's Trophy to donate the trophies, therefore that was one less expense for the Club. Dave also provided much needed advertising support.

A lot of the old car turn out can be attributed to Hank Dubois' efforts in contacting 26 different antique car and hotrod clubs in the area. Thanks very much Hank for your help. Dave Blum and Hank Amster as well as many other members managed the rush of antique cars quite well during the early hours of the show. All the car owners seemed to be pleased with their parking spot in the sun.

This entire event could not have occurred had it not been for the work of Rick Dixon, J.T. and Barbara McHale from the City of Fairfax Downtown Coalition. The City of Fairfax also contributed significant money toward printing, postage and dash plaque cost. Many other cost were picked up by the City Coalition. We are deeply indebted for their assistance. This second Annual Antique Car show turned out to be a real fun day for everyone. Thanks for all your help.

The below article appeared in the "Times" community Newspaper — Thursday, May 20th

Antiques roll into Old Town

BY CHRIS NEWMAN
Times Staff Writer

Mayor John Mason joined more than 400 people at the City of Fairfax Antique Car Show last Saturday in the Massey Building parking lot.

Mason's pick for best in the show was a 1922 yellow Model T Roadster. The best in the show was a 1953 Buick Skylark, and the most original entry was a 1938 Ford Sedan.

Visitors from 5 to 85 years old wandered through the 91 antique cars, many people coming from other Heritage Days events in Old Town or the city farmer's market.

Down Main Street people were taking tours of the historic downtown area, beginning at the Fairfax Museum and Visitors Center (the next set of tours are June 5).

But the car show, organized by the local Ford V8 Club, had the best showing.

By Chris Newman
Times Staff Writer

Mayor John Mason joined more than 400 people at the City of Fairfax Antique Car Show last Saturday in the Massey Building parking lot.

Mason's pick for best in the show was a 1922 yellow Model T Roadster. The best in the show was a 1953 Buick Skylark, and the most original entry was a 1938 Ford Sedan. Visitors from 5 to 85 years old wandered through the 91 antique cars, many people coming from other Heritage Days events in Old Town or the city farmer's market. Down Main Street people were taking tours of the historic downtown area, beginning at the Fairfax Museum and Visitors center (the next set of tours are June 5).

But the car show, organized by the local Ford V8 Club, had the best showing. "It was a friendly get-together," said V8 club member

Don Lombard. "People were listening to stories ... it was just an outing to see locals you might not have known were interested in antiques."

Lombard said the show was open to all types of models of cars—their club just organized the event.

There were antiques for everyone: hot rods with the fancy flames on the side, Cadillacs, Corvettes, a few rare 1958 Mercurys, Mustangs, Oldsmobiles and Model Ts.

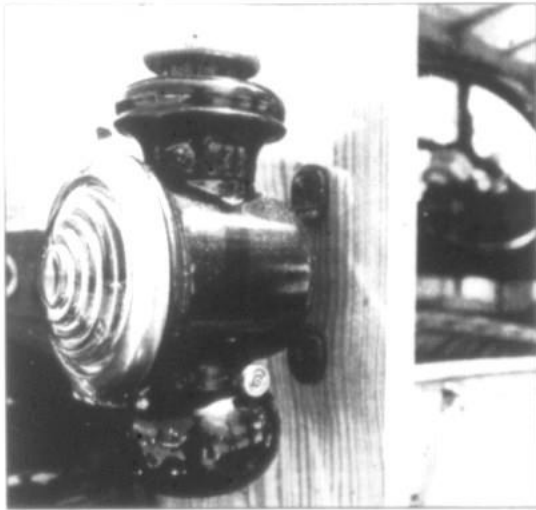
A contingency of police cars and ambulances made an appearance, said Lombard, because their owners were in town for a convention. They were looking for an event.

Don Krigler's Last Chance Band provided music at the event, and the Catholic group Knights of Columbus sold food. Lombard said the show will be expanded in years to come.

Don Lombard. "People were listening to stories... it was just an outing to see locals you might not have known were interested in antiques." Lombard said the show was open to all types of models of cars—their club just organized the event. There were antiques for everyone: hot rods with the fancy flames on the side, Cadillacs, Corvettes, a few rare 1958 Mercurys, Mustangs, Oldsmobiles and Model Ts. A contingency of police cars and ambulances made an appearance, said Lombard, because their owners were in town for a convention. They were looking for an event. Don Krigler's Last Chance Band provided music at the event, and the Catholic group Knights of Columbus sold food. Lombard said the show will be expanded in years to come.



SEE YOU AT THE DRIVE IN... SEE YOU AT THE DRIVE IN...

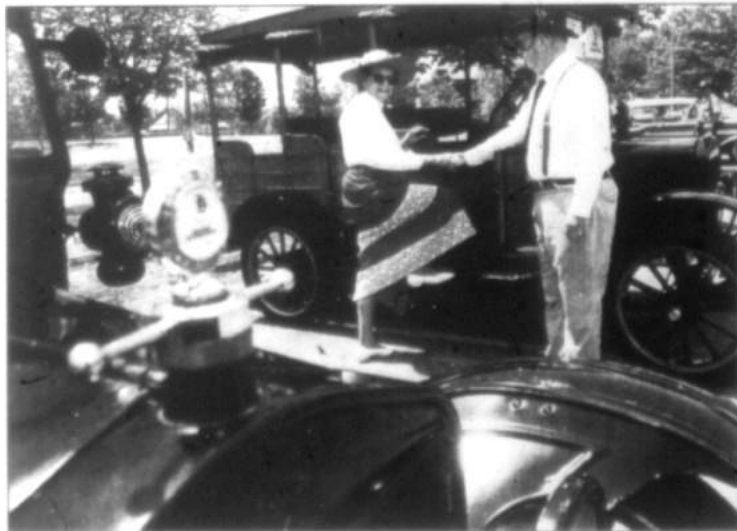


THE SPEEDING LAMP: Kerosene lamps were used as a power source for the 1919 Model T's headlights.

Photos by Tin Nguyen

“It was a friendly get-together. People were listening to stories... it was just an outing to see locals you might not have known were interested in antiques.”

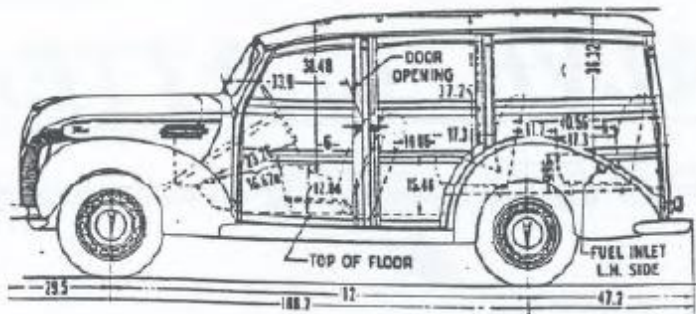
— Dick Javins
— Marge Javins



HAVE YOU DRIVEN A 'T' LATELY? Dick Javins, right, helps his wife, Marge, into their Ford Model T, 1919 Deign Hack.



MUSCLE CAR: This 1953 Buick Skylark was one of the more than 50 antique cars at Judicial Square in Fairfax City as part of the city's Heritage Week.



UP FRONT With the President

Welcome to the warm weather and the car show season. We missed Winchester, but several club members made it and had a good time.

The Fairfax Car Show was a solid success, and a detailed report is featured elsewhere in this issue. I did want to especially thank **Tom Shaw**, as our leader for this event, for all his hard work again this year. He negotiated all of the details with the Fairfax City Downtown Business Coalition and was our liaison with the police agencies who supported the show.

Tom also arranged for the visit of the Emergency Vehicle Owners and Operators Association, who spent most of the day with us and added considerable interest to the show. **Don Lombard** managed the registration process again this year - which is a lot of work and involves a lot of mail, phone calls and email messages. Other club members participated in a variety of ways as well. Please take a minute to thank Tom, Don and the others for their efforts.

What a fun night we had at Jerry's Ford two weeks ago for the judging seminar! I found this particularly interesting, as I am clueless on the subject. **Bill Simons** and **Bill Selley** did a wonderful job, and we had a large turnout. Thanks to the Bills and **Dave Blum** and **Jerry's Ford** for their continued support of the club activities.

The National secretary has brought it to our attention that there are members of NVRG who do not belong to the EFV8CA. It is a requirement that everyone belong to the National in order to become a Regional Group member - this is for insurance purposes - plus the *V8 TIMES* is bigger and better than ever!

Next month is the Eastern National meet in Reading, PA, followed with a fun summer ahead. I can even sense a faint whiff of chocolate in the air from time to time!

Enjoy, and remember...if we each do a little, together we can accomplish a lot!!

Dave





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

1936 Ford Fordor Deluxe Touring Sedan: Color Córdoba Tan; red wheels with pen-striping; LeBaron Bonnie cloth interior; rebuilt LB block; 12-v alternator system; hydraulic brakes; CD deck and stereo speakers (unit in trunk); radial white-wall tires. Call or email **Dick McIninch** for more information at 434-981-4349, 434-361-2568, or olcarfn@aol.com. (04/20)



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)



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. Price lowered to \$7,000 (or good offer). **Luke Chaplin**, 4016 Lynn Burke Rd., Monrovia, MD, 21770, 301-865-5753, lukechaplin@comcast.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)



Early 1947 Super Deluxe Ford Coupe: Dark blue, 2017 Dearborn Award winner. Car located in VA. **Bill Selley**, 703-679-9462. (09/17)

1953 Lincoln Capri Convertible and Coupe: Call for more info. **Mike Gall** 814-619-8193. (11/16)

PARTS & ACCESSORIES FOR SALE

Spring Cleaning Sale (guaranteed "virus free"):

1949 Mercury chassis with engine and OD trans, \$695. // 1953 Merc engine, complete with auto trans, \$1,250. // 1941 NOS front fenders (top), pair \$650. // 1939-40 NOS running board, right side, \$795. // 1938 NOS fender, right front, for Standard, \$275. // 1938 radiator (nice, no leaks), \$225. // Early (1933-39) Lincoln-Zephyr trans, \$895. // Many 1935-36 parts. // Trades considered for Ford V-8, '60s MoPar, Nash Metropolitan. **Jim Crawford**, 301-752-0955. (06/20)

Large Garage Bay for Rent:

25' 8" x 11' 8" with a 12' ceiling, capable of storing up to 3 small cars, \$250/mo. Single space also available, \$145/mo. Location just outside Fairfax City. Also outside RV parking for 1 vehicle on concrete base. **Dave Henderson**, 703 938 8954. (06/20)

1950 Ford 239 c.i. Truck Engine with 3-speed transmission on the floor, \$750. Call for more details. **Ray Lambert**, 703-595-9834. (06/20)

Matched set of 1932 Maryland license plates.

Original paint, decent condition. \$80. I also have the following sets for sale, all original paint, in fair to good condition: 1925, '26, '27, '28, '30. I also have singles: 1919, '20, '21 '22, '23, '24, '25, '27, '28, '30, '32, '34, '35, '37, '39, '40, '41, '42, '54. Also pairs for '56, '58, '59, '62 '63, '64, '65, '67, '68, '70. Prices and condition vary. Contact **Milford Sprecher**, 201-830-2198 or milford.sprecher@gmail.com. (05/20)

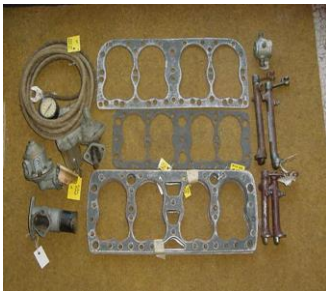


Multiple Miscellaneous V-8 Parts (Ad 1 of 3): 1936 hubcap, \$10. // 1940-'48 ribbed trim, \$20. // 1937-'41 distributor body with a good set of used script points, \$10. // NORS American made NAPA 1935-'36 king pin set, \$30. // 3 NORS 1935-'36 loose king

pins, \$15. // NOS shackles, ? year, \$25/pair. // 1935 mint instruction book, not repro, with original mailing envelope, \$35. // Mint, highly polished 1933-'40 gas caps, Eaton or Stant, \$50. // 1930s Chrome Trico 2-screw-cap wiper motor, application unknown, double-ended shaft, \$25. // 6-piece tool set with pouch, \$75. (Pictured are those for 1938-'39.) Any other EV-8 year can also be furnished, all authenticated as per publications by V-8 Club tool guru Lin Stacey.



More Miscellaneous V-8 Parts (Ad 2 of 3): Genuine Ford Metalbestos gaskets, script visible on some, said to be especially good used with aluminum heads, 24-stud, \$15 ea., 2 for \$25; for V-8 60, \$15, for Ford 9N tractor, \$15. // Solenoid, \$10. // 1932-'34 front actuating brake cross shafts, \$30. // 1935-'36, \$20. // Enginaire cylinder air pump with 14mm attachment, \$25. // Fuel pump stand \$15. (Cont.)



Still More Miscellaneous V-8 Parts (Ad 3 of 3): 6" x 24" convertible rear window frame, \$125. // Pair of (usable) used king pins (alone), believed to be 1933-'34, \$5. // 1941-style fuel pump, could be okay? Core-priced @ \$10. // For all above misc. V-8 parts, contact **David Henderson**, jrdshen@verizon.net or 703-938-8954. (05/20)

Original Shock and Links, 1935-48 Ford: One (only) original 1941-48 shock in good working order. Also, several NOS/NORS shock links for 1935-48. **John Ryan**, 301-469-7328, john@ryanweb.com. (04/20)

1953 Ford Parts: All prices negotiable. Hood (no rust or dents), \$300; Rear Bumper, \$150; Four Bumper Guards, \$20 each; Starter, \$75; Generator,

\$75; 20 pieces Stainless Body Trim, \$20-\$30; Windshield Washer Glass Bottle and Bracket, \$80; Right and Left Outside Door Handles, \$25 each; Two NOS Rear Brake Linings, \$25 per wheel; Complete EAB Engine, \$900; Two Inside Door Handles and Two Window Cranks, \$10 each; Four 16" Beauty Rims, \$60 set; One 1932 Ford Cowl Light and Bracket, \$60. **Jim Tallant**, 301-843-0955. (04/20)

Garage Space Available: I have one space available for storage of an antique vehicle; located in the Fairfax City area. You will have a key. I do not have to be present when you come or go. \$160/mo. **Dave Henderson** at 703-938-8954. (04/20)

Four Motor Mount kits for 37-53 Ford (78-6038-S). Half-price at \$8 each. Contact **Cliff Green** at dcliftongreen@gmail.com (03/20)

Collection of 10 EFV8CA National Gear Shift Knobs. Circa 1978-2017. Asking \$50 for the lot. Call **Jason Javaras** at 540-786-5819. (03/20)

1935 Ford Transmission: This tranny came out of my 1939 green Ford pickup that clubber Gill Williams had built and owned with his son and Mr. Ed. Tranny is a little noisy with straight gears. It was removed from my '39, as the clamshells were loose and causing the u-joint to rub on them. Not knowing what was wrong, I bought another tranny to replace this one. All good now. Top is stiff. Contact **Clem Clement** at clem.clement@cox.net, phone 703-830-5597. (02/20)



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. Price reduced to \$600. Contact **Clem Clement** at clem.clement@cox.net. (11/19) (See photo next page.)



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)

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)

1939-41 Ford Rebuilt Generator. Never used, \$130

(cost). Contact **Cliff Green** at 703-426-2662 or dclif-tongreen@gmail.com. (03/19)

Black and Decker Valve Grinding Machine, \$150. **Steve Groves**, 301-530-7411 before 9:00 PM. (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)

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

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

PARTS & ACCESSORIES WANTED

Wanted: 81-A block or engine for my 1939 Woodie Project. **Dave Westrate**, 703-620-9597 or westrat-edb@gmail.com. (06/20)



Wanted: Old junk flathead distributors for parts. **Cliff Green**, dcliftongreen@gmail.com. (06/20)



Wanted: K R Wilson Spring Spreader: V-62. Rent, borrow, or buy. **John Ryan**, 301-469-7328, john@ryanweb.com. (04/20)



WANTED: 1951 Ford Driving (fog) Lights (lights and mounting brackets). Original or repro is OK. Contact **Jim McDaniel**, jim44mcd@gmail.com or 202-409-4459. (03/20)



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)



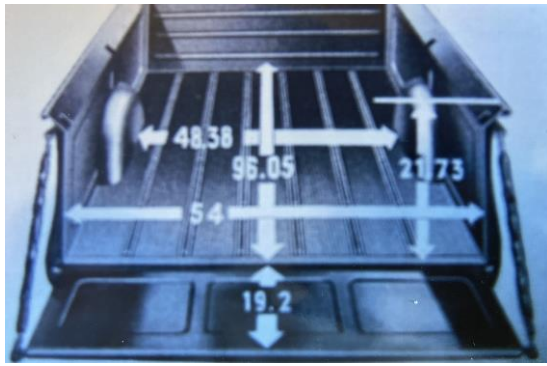
Model 81 Carburetors. Two Model 81 carbs suitable for rebuilding wanted. These were the carbs used on the 60 HP V-8s. **Nick Arrington**, 703-966-8422 or nta1153@verizon.net. (8/18)



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 Occoquon Rd., Woodbridge, VA 22191, 703-595-9834. (02/18)



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



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



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, dogban-ner@gmail.com. (05/18)

=====

RECALL NOTICE!

Harbor Freight Tools is recalling nearly 450,000 pairs of jack stands with the Harbor Freight Tools and/or Pittsburgh label. They are 3- and 6-ton jack stands, part numbers 56371, 61196, 61197, made between 2013–2019.

Link to the recall notice on the Harbor Freight Tools website:

https://images.harborfreight.com/hftweb/recalls/Jack-Stand-Recall-56371_61196_61197.pdf

SAFETY RECALL

3-Ton and 6-Ton Heavy Duty Steel Jack Stands item numbers 56371, 61196, and 61197

For certain units of the Pittsburgh Automotive 3-Ton and 6-Ton Heavy Duty Steel Jack Stands there is a potential, while under load and with a shift in weight, for the pawl to disengage from the extension lifting post, allowing the stand to drop suddenly. This condition could cause serious injury for people near or under a lifted vehicle, and/or damage to property.

STOP USING THESE JACK STANDS IMMEDIATELY

ITEM #: 56371	ITEM #: 61196	ITEM #: 61197
The 56371 jack stands can be identified by checking the item number found on the label on the top of each jack stand.	The 61196 jack stands can be identified by checking the item number found on the yellow part of the label on the base of each jack stand.	The 61197 jack stands can be identified by checking the item number found on the yellow part of the label on the base of each jack stand.

THIS RECALL ONLY CONCERNS JACK STANDS WITH THE ITEMS # 56371, 61196, or 61197

Following the lifting of any applicable "Shelter At Home Orders", please bring your 3-Ton and/or 6-Ton Heavy Duty Steel Jack Stands, item numbers 56371, 61196, and 61197 to your local Harbor Freight Tools store to receive a Harbor Freight Tools gift card equal to the retail price of the jack stands you originally purchased (plus applicable tax).

For more information email: recall@harborfreight.com.

In cooperation with the National Highway Traffic Safety Administration

Post until December 31, 2021

For more information email: recall@harborfreight.com.

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NVRG Car of the Month
Jason & Dee Javaras « 1947 Super Deluxe Sedan Coupe



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