



**Northern Virginia Regional Group**

[www.nvrg.org](http://www.nvrg.org)

# Value Clatter

*Early Ford V-8 Club of America*



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

*Volume XLIV, No. 7, July 2020*      *Editors: Nick Arrington & Stephanie Beavers*



## COVID-19 Issue #4:



# Neighborhood Mini Flash Tour

*By Bill Simons*



Realizing I would not be driving the Woodie to Maine this summer, I wanted to get one last road tour in before I headed north for the summer. Looking ahead 12 hours at the weather for Sunday, June 14, it seemed to be the perfect day for a drive: sunny and cool!

I called my two neighbors, Gay Harrington and Bob Kuhn, to see if they wanted to exercise their V-8s, and both said yes. We left from my house about 11 a.m.; Gay in her 1949 blue Budster F-1 pickup, and Bob in his 1964 Chevelle Malibu, and together we headed for the north end of the George Washington Parkway. From there, we drove the entire length of the parkway down to Mt. Vernon, stopping briefly at Fort Hunt park for a picture. While there, we answered many questions about the cars from passers-by, while always keeping our 6-foot social distance.

We arrived back in North Arlington about 1 p.m., having given our vintage cars a good run on a beautiful late spring day.

# Up Front with the President

## July 2020



### President's Message July 2020

Again this month, our Sunshine Chair Keith Randall reports that he has not heard of any of our members being infected with COVID-19. This is really good news.

As many of you know, we are ready for a destination drive for a picnic at Art Zimmerli's farm near Amissville, VA. Hank Dubois will let us know when cooler weather allows us (and our V-8s) to enjoy this outdoor event. Keep your V-8s (and 4s, 6s, and V-12s) ready to go and stay tuned for an announcement. Other events are also being considered and are likely to be similarly announced on a short-turnaround basis. As always, social distancing precautions will be an essential part of our events.

The EFV-8 Club Western National meet has been canceled. This meet was scheduled for September 20-24, in Alamosa, NM, and some NVRG members were planning to drive out in their V-8s. There is only one national meet scheduled for 2021 – in South Lake Tahoe, CA – something to consider, given the lack of eastern or central meets next year.

By now, most of you have probably heard that this October's Hershey swap meet has been canceled. This a huge disappointment for those of us who regularly attend this awesome event. Some NVRG members have unbroken attendance records spanning several decades. As I write this, the AACA and Hershey Region have not canceled the Saturday car show and are considering how it can be held. While my primary interest in the past has been in the swap meet, attending the show would salvage something from the traditional weekend.

Carlisle is perhaps the only bright spot among all the closures of major old car events in the east. The twice-postponed spring Carlisle event was finally held on June 17–20. Event organizers established a number of social distancing, mask-wearing, and sanitizing protocols for the event. While attendance by both vendors and buyers was much reduced, the event went off without difficulty. The fall Carlisle event will be held September 30–October 4, 2020, and could serve as an alternative to Hershey.

Stay safe,

*John*

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

## A BIT OF HISTORY

### Introducing the Brand New 1941 Ford Mustang!

By Ken Burns

I'm guessing most of you probably think I've really gone off the deep end this time. Bear with me a moment (the Beatles called it "The Long and Winding Road") and you'll see what I'm talking about. We all know that when Ford introduced its new 1965 Mustang (on April 17, 1964) it gave birth to a whole new segment of the automobile industry commonly called "pony" cars. In actuality, the Plymouth Barracuda was launched 16 days earlier but nobody seemed too keen on calling their cherished new ride a "fishy" car.

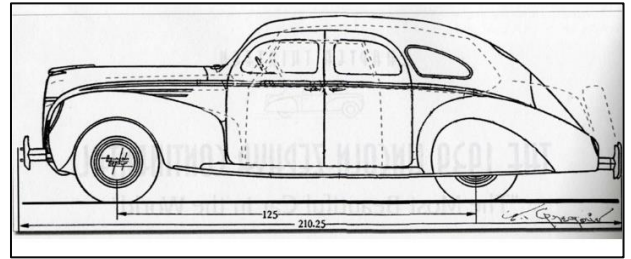
Pony cars are generally distinguished by their long hood-short trunk silhouette and originally most were built on existing passenger car platforms. Under their skins, the new 1965 Mustangs, particularly the early ones, were basically a 1960 Ford Falcon! The introduction of the Mustang was Ford's most successful vehicle launch since the December 1927 unveiling of the legendary Model A.



1965 Mustang at the 1964 World's Fair in New York.

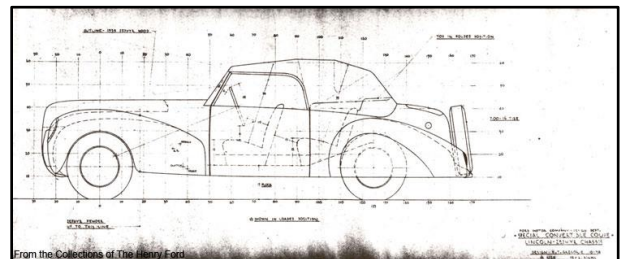
We're also very much aware that Ford had done something similar back in 1940 when it introduced the 1940 Lincoln Zephyr Continental. Ford essentially took an existing production platform and replaced the stodgy, conservative body with something sleek and racy. Here's the Cliff Notes version of what happened. In 1938, Edsel Ford, Eleanor, and their five children were in Europe where many high-end, rakish, stylishly designed vehicles caught Edsel's eye. Upon his return, Edsel enlisted acclaimed Ford stylist E.T. "Bob" Gregorie to design a European-style

personal car for him with a long hood, short trunk and rear-mounted spare tire. Initially, there were no plans to mass produce this vehicle; it was going to be Edsel's personal car when he vacationed in Hobe Sound, FL, that winter.



An original Continental concept overlaid on a Zephyr chassis.

Edsel took a personal interest in Gregorie's design work and offered suggestions until they arrived at a final design.



Another line drawing of the Continental where the long hood-short trunk is very noticeable. And...



The prototype Lincoln Zephyr Continental.

Positive reaction to Edsel's stylish personal vehicle was so overwhelming that the Continental went into production as part of the Lincoln lineup and a new segment of the automobile industry was born: the "Personal Luxury Vehicle." Okay, but when are we going to learn about this so-called 1941 Mustang?

First, we need to mention Walter Dorwin Teague and his design firm. For those of you who are not Bill

Fox, one of our “trainiacs,” familiar with industrial design or deeply immersed in Ford shows during the V-8 era, Teague’s name may not be familiar. By the early 1930s, Teague had made a name for himself as a talented industrial designer who combined exceptional beauty with functionality. His clients ranged from Kodak to U.S. Steel to DuPont to Texaco.



**A Teague-designed Texaco Station and 1937 Lincoln Zephyr.**

Henry Ford didn’t exhibit at the 1933 Chicago Century of Progress for several reasons. He was concerned about the financial health of the company for one thing. As he dithered, other exhibitors signed on to have exhibitions at the Century of Progress. By the time Henry decided that Ford should exhibit at the 1933 show, GM was already using Henry’s 1915 idea of a working assembly line as the centerpiece of their exhibit. Upon finding out about this dastardly deed, Henry chose not to exhibit in Chicago in 1933. However, once Henry learned of the huge crowds at the show, he decided Ford needed to participate in the show in 1934. Design of the building was handled by architect Albert Kahn, who had designed numerous buildings for Ford, including the Highland Park assembly plant and Edsel’s Grosse Pointe estate.



**Edsel and Eleanor’s Grosse Pointe home was completed in 1929.**

Ford advertising executive Fred L. Black realized that the concept of a “fair” was no longer just displaying cars and convincing folks to buy them, but also engaging and entertaining the buying public. He invited 21 of Ford’s main suppliers to exhibit. Each supplier’s exhibit would show how their business contributed to the production of the Ford automobile. The suppliers were responsible for the costs associated with their displays and for manning them. Black also conceived the “Roads of the World” concept, which was a popular feature in San Diego in 1935, and the “Road of Tomorrow” in New York in 1939.



**The Ford Building and Rotunda with Roads of the World in the foreground.**

Black brought in Walter Dorwin Teague and his highly respected design firm to coordinate and execute the theme.

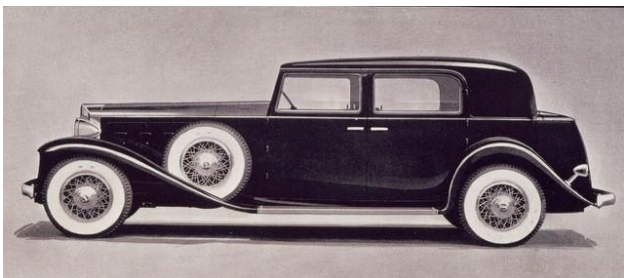


**Interior of the Ford Pavilion at the 1934 Chicago Century of Progress. This diorama shows the extraction of different materials used in automobile production. Image courtesy of Hemmings Daily.**

Building on the success of this collaboration with Ford on the 1934 Chicago Century of Progress, Teague designed exhibits for a number of regional fairs for Ford in San Diego (1935), Dallas (1936), and Cleveland (1936). These smaller exhibits culminated with the 1939 New York World's Fair, which would become Teague's crowning achievement in the realm of exhibit design.



Hang in there, we're getting close to the end of this long and winding road. Although not an avid automobile enthusiast, Walter Teague's association with the automobile industry extended beyond designing exhibitions for Ford. His firm also designed coachwork for high-end automobiles like the Marmon Sixteen and the Marmon HCM Twelve.



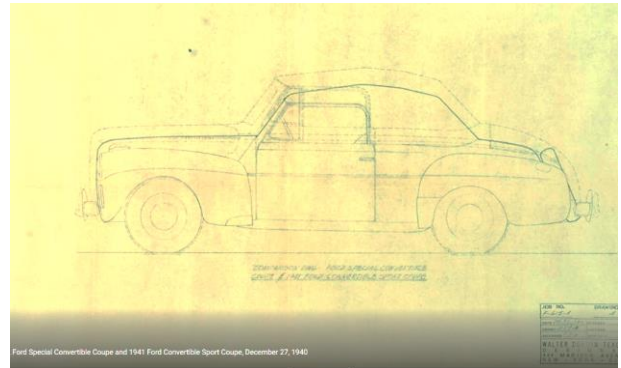
**The Marmon Sixteen.**

The actual brains behind these designs was Walter D. Teague, Jr., who went by the name Dorwin. He was an avid car guy. Initially, Dorwin had been enamored with designing coachwork for high-end cars. Not long after he finished designing the beautiful

and luxurious Marmon Sixteen, he had an epiphany when he took a ride in a friend's Amilcar and became a fan of lightweight, high-performance European sports cars.

During a visit to the Teague firm to go over 1939 World's Fair designs, Edsel noticed a model of the HCM Twelve on display. It's not a stretch to see that the two men had similar ideas about automotive design. Edsel was interested in Dorwin's ideas on cars of the future and they kept in touch. After the 1940 Continental had been introduced, Dorwin sent a 4-page [letter](#) to Edsel proposing a baby brother for the Lincoln Continental. He told Edsel "the best way to go about it would be to bring out a special version of the Ford or Mercury, following the lead of the Lincoln Continental cabriolet, only smaller, lower and less expensive – sort of a family sports car," according to his autobiography [Industrial Designer: The Artist as Engineer](#).

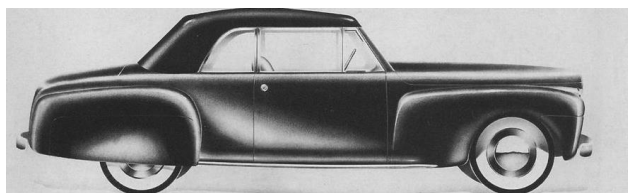
I found the below line drawing online in The Henry Ford archives. It's from the Teague firm and dated December 27, 1940. In this proposal, Dorwin followed Edsel's guidance that the design use as many existing Ford dies as possible. You can clearly see the resemblance to the early Continental work with the long hood-short trunk and rear-mounted spare tire.



**Dorwin Teague labeled this design the "Ford Special Convertible Coupe & 1941 Ford Convertible Sport Coupe."**

According to Dorwin's autobiography, Edsel indicated he was pleased with the concept and wanted to further refine the design by removing the requirement of using as many existing Ford dies as possible.

Around the end of 1941, Dorwin had completed an air brush rendering of a car that was lower and more compact than the original design.



The air brush design had many early Continental style cues like round push button door releases. It's interesting to note that the profile and squarish fenders look very much like 1942–1948 Continentals. It also had rear quarter windows that Ford introduced in 1942. It did not, however, have a rear-mounted spare tire.



WWII and Edsel's untimely death in 1943 put all this on hold. The post-war automobile industry brought new niche market segments like wooden body cars such as Ford's Sportsman, Chrysler's Town & Country, and the Nash Suburban. The type of vehicle that Edsel and Dorwin were exploring wouldn't see the light of day until the introduction of the Mustang in 1964.

If the car had ever gone to production, would it have been called a Mustang? Just look at some of the names Ford was considering before finally settling on Mercury. It's very doubtful. Some of the names on the list, like Explorer, show up as future name plates and are still in use today. Maybe the Continental's baby brother would have been named a Comet. After all, Comet was the name chosen for Mercury's version of the Falcon.



### Suggested Names for the Mercury

HERMES	OXFORD	EXPLORER	FORD ARROW
CITADEL	CREST	OLYMPIC	CASTLE
CORONADO	WASHINGTON	WARWICK	ZEST
COURTIER	CONSUL	MANOR	NASSAU
CHARTER	VISTA	TRITON	LUXOR
SOVEREIGN	ARCHER	HUNTER	NORMANDY
KENT	FALCON	HORIZON	TOWER
VERNON	FLEETFORD	FORD-FALCON	FORDDUKE
FORD-FLEETWING	OLYMPUS	THE DEARBORN	FLEETWING
OLYMPIA	SPARTAN	HERCULES	FORD-OLYMPIC
TROJAN	DIANA	LEOPARD	MARATHON
MINERVA	EAGLE	REGENT	EROS
SWALLOW	THE TRAIL-BLAZER	THE COMET	PANTHER
STYLETER	FORD-ZEPHYR	EXFORD	CYCLOPS
PHAROAH 8	EUROPA	TRANSFORD	PHOENIX 8
TRAFFORD	DRAKE	CRUSADER	MERCAR
GULFORD	VICTORINE	PATRIOT	EDISON
ZEPHORD	VANITIE 8	THE WINGED VICTORY	ELFORD
LUXURY 8	THE CONSTELLATION	CORSAIR	PLAZA
THE GROUNDFLIGHT	COURAGEOUS	ZEON	FORDOCRAT
COURSER	FORLIN	REXFORD	FORERUNNER
FORZELLI	FORD-XL	AUTOCRAT	VALLIANT
DART	COURIER	THE PATHFINDER	LEO
ATHENIAN	STYLEMASTER	RANGER	CORINTHIAN
STYLIST	MERCURY	RAMBLER	BEAU MONDE
THE GAZELLE	KEY		THE QUICKSILVER

Editor's note: This 1938 list of suggested names for the new Ford automobile for 1939 is published through the courtesy of the Ford Archives, Henry Ford Museum, Dearborn, Michigan. It is fascinating that a modest name like Mercury was chosen over such impressive suggestions as Pharoah 8, Beau Monde, Winged Victory, The Quicksilver and Ford Arrow. The conservative Edsel Ford

made the final decision choosing Mercury, "the Messenger of the Gods," whose winged cap to signify his speed, would become the trademark of the new Ford product.

The emblem in the upper right corner is a prototype trademark which was to have adorned the new Mercury.

So, Ford really never considered building a Mustang in 1941 but Edsel certainly was thinking along the lines of a sporty two-door vehicle built out of as many off-the-shelf components as possible. And, that car would feature a long hood-short trunk profile. I bet you thought I'd never be able to tie all this together!

### TECH TIP

#### Removing Zinc Plating from Hardware

By Dave Gunnarson

Most modern hardware is coated with a protective zinc finish, resulting in a bright silver appearance. Back in the flathead era, however, this type of finish was not as common. Ford used untreated hardware, which they denoted by using the "-S" part number suffix, and hardware with various coatings including "raven" (or black oxide [-S2 suffix]), chrome plated (-S7), and many more. While modern zinc coating is good for resisting rust formation, removing it may be necessary for subsequent painting

or plating with other materials or if the original uncoated steel finish is desired. One simple and relatively safe way to remove the zinc coating is to use a solution of powdered citric acid and water.

Citric acid, considered a weak acid, is used in a wide variety of applications for human consumption, with half of the world's two-million-ton-per-year production used as a flavoring and preservative in food and beverages, especially soft drinks and candies, as well as in cosmetics and detergents. It can be purchased through Amazon.com for about \$11 in food-grade powder in relatively small two-pound bags, and is safe to handle.



**Citric acid powder**

Citric acid is an excellent chelating agent, meaning it grabs or binds metals and makes them soluble. For the purposes of stripping the zinc coating from hardware, citric acid solubilized in water allows up to three binding sites on each citric acid molecule to attach to zinc atoms and strip them from a steel surface. The resulting water solution contains the zinc-citric acid complex and water which turns pale yellow. Hydrogen gas is generated during the zinc transfer from the steel into the citric acid solution.

To strip zinc from parts, first select two suitably sized plastic containers. One container should be large enough to hold the hardware to be stripped, and the other container will be used to make the solution.



**Stripping containers**

Start with one cup of near-boiling water and add two tablespoons of powdered citric acid, stirring until the powder is fully dissolved. Make enough solution to submerge all of the hardware. Then pour the solution into the container with the hardware. Almost immediately, small gas bubbles should start forming. Place the container somewhere away from ignition sources. Check progress after 30 minutes by decanting the liquid into the other container and rinsing the hardware under hot water. If there is some zinc remaining on the hardware, warm the citric acid solution in a microwave until hot again, and pour it back into the container with the hardware and wait another 30 minutes and check again. The resulting hardware will be free of the zinc coating and may rust quickly, so, quickly dry the hardware and spray it with a light mist of oil to prevent rust formation, if desired. This process tends to leave a slightly dark oxidized finish on the bare steel which can be removed by buffing to a shine, if desired.

The rate of this reaction is temperature sensitive, so the warmer the solution, the faster the reaction. As the solution cools to room temperature, the reaction will slow considerably or stop. Reaction speed can also be enhanced by increasing the concentration of citric acid in solution. This can be accomplished by adding powdered citric acid into water until it no longer dissolves which creates a fully saturated solution.



Zinc-plated screws



Screws with zinc plating removed

The amount of hydrogen gas created during the process is relatively small, but a sensible safety precaution is to set the bubbling (or cloudy or foaming) solution outside or in a well-ventilated area with no ignition sources nearby. Also, the zinc-citric acid solution will turn a pale yellow as zinc concentrations increase. It should be safe to dispose of in a sewer or septic system as long as the amount of zinc removed is relatively small – as would be expected for a hobbyist.

A YouTube video link showing the process is:

<https://www.youtube.com/watch?v=z7s7wz4quuE>

**Second in our series of stories about that hard-to-find part – See the June 2020 issue of the “Valve Clatter” for the first part in the series.**

### 1) My Hardest (and Most Frustrating) Part

*By Jim McDaniel*

Most of you have heard the story about my Florida sheriff’s cruiser and how it came about. My hardest (and most frustrating) part to acquire occurred while restoring it as a cruiser in the early 1990s.

I had acquired the *original* red spotlight that had been on the car’s left A-pillar in the early 1950s, but as a potential police car it needed a more visible red light than just that one spotlight (no blue lights yet in the ‘50s). There was no Google search until 1995 and advertisements were just starting to populate an incredibly young worldwide web. I was looking for some variation of a roof-mounted red light or lights. I could not find any acceptable 6-volt lights on the computer, in Hemmings, in catalogs, in other car magazines, and Hershey did not produce anything acceptable either. I spent a lot of time looking for an acceptable light.

By then I had joined an organization called the Police Car Owners and Operators Association. It pointed me to a retired fire department sergeant who had a one-man antique restoration business in Tucson, AZ, for fire department and police emergency equipment. Finally! In talking with the owner on the phone, he said he had an old Federal Signal Corporation’s Beacon Ray Model 17 rotating beacon that he was restoring (affectionately called a “bubble gum” by the public). The Beacon Ray Model 17 was introduced in 1947 and would be period-correct for my ‘51. We discussed a purchase and agreed on a price of \$250 for the restored light (rather expensive for thirty years ago, but supply and demand being what they were...). After a month or so, it showed up. It was beautiful! Looked brand new.

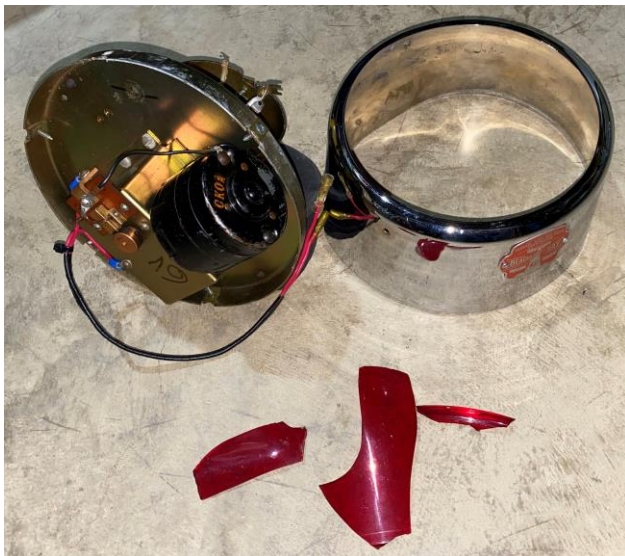
I was reluctant to drill a large hole in the roof of my car or paint the doors, as I was not sure I wanted to commit the car long-term to be a sheriff’s cruiser, so I wanted to have a temporary solution. At that time, my white doors were still black but with white magnetized sheets of sign material attached over the black, with the stars and word *SHERIFF* lettering



attached to the sign material. They were easily removable. Well, I used to be a CB'er back in the 1970s and '80s, and I had some old magnetic-mount CB antennas back in my inventory somewhere. I built a bracket on the bottom of the rotating beacon, inside the chrome housing, for the antenna magnetic mount. It was a strong magnet and that seemed to hold the light rather firmly to the center of the top. I then ran a thin black wire from the light, forward and down the center windshield brace into the engine compartment where I'd installed a quick-disconnect for the rotating beacon wiring so I could remove the wire under the hood and just take the magnetic-mounted light off the roof if I so wanted. Very few people ever noticed the external wiring and the Fulton external sun visor helped hide it.

Being all set, my first opportunity to display the cruiser's new light was in 1994 at a car show on Rt. 15 in Loudoun County at the Oatlands Plantation. Great day, nice weather. Good show. After it was over, I was feeling my oats (no pun) and got the old gal up to about 65 mph on Rt. 15 headed home. After a minute or so I heard a rather significant bumping, thumping, and then a faint crash. Oh, *MAN!*

The magnet was not strong enough! The wind had blown the beacon off the roof and the wire could not hold it. The poor thing was scattered along about 100 feet of Rt. 15. Totally destroyed (see photo). Maximum frustration! I policed up most of the parts from the roadside and called my fire department buddy again to see if he could help. Well, he did have another one he could finish for me. Another \$250 and several weeks later I got a second package in the mail.



Still not knowing whether I was going to permanently keep the car as a cruiser, I built two brackets for magnets on the base of this new light and decided not to go above 50 m.p.h. with it on the car. This seemed to work very well.



The total effort to search out, find, acquire, and adapt the light took a long time and a lot of effort, but the frustration of having it last only one outing before I completely destroyed it far outweighed the difficulties in finding it.

Post note: I found I very seldom went back to the civilian version of the car and, after visiting the Fairfax County Police district office to ensure I'd be able to drive it as such, I decided to make the cruiser modification permanent. The police said if I did not have the word *POLICE* on the car, I was okay. Oddly enough, there was no prohibition on displaying the word *SHERIFF*. I eventually repainted the doors and permanently attached the door and trunk sheriff's stars and the roof's red bubble gum light. It has now been a permanent cruiser for the last 25 years or so.



## 2) By Dean Larson

The driver's sun visor on my 1934 Ford driver's side broke, as it is in more frequent use. I had two visors, but both were for the passenger side. When deployed as a driver's side visor substitute, the visor cocked at an unusual angle. The car was a 86,000-mile, unrestored vehicle and the search for a visor that looked original to the balance of the interior was the challenge. I actually found one after years of combing markets.



There was an ash tray in the back. At one time, it was shaped like a bean pot, based upon the impression of it in the mohair panel. I searched for years and found several exterior parts, but no lid or removable receptacle. I was at a show in Stowe, VT, and just as I was leaving to go home, my son had to use the porta-potty. I was not happy with this delay, but right next to the porta-potty was guy with a small card table that had only a few items on it. My complete wood-grained ash tray was there! \$15! One of my most coveted transactions. The car was sold two years ago along with my '51 Victoria and '56 Chevy two-door hardtop that had been a Georgia Gasser with slicks and the works!



## 3) 1935-'36 Ford Truck Glove Box Door Catch – An Impossible Part

By Dave Gunnarson

When I had my cab cleaned of rust and paint using a chemical process, it turned out great: bare metal and shiny. Only later did I discover that this process aggressively attacks certain metals more than others. The soft threaded inserts in the sheet metal for attaching the floor boards were eaten up, but it was relatively easy to source new ones and replace those that had been damaged. The other damage occurred with the spring steel catch for the glove box door. The below photo shows the remains of the original in place in the glove box dash opening.



I didn't even know what it was supposed to look like undamaged. Don Rogers, the author of the 1935-'36 EFV-8 restoration book, sent me a photo from his '35 panel truck.

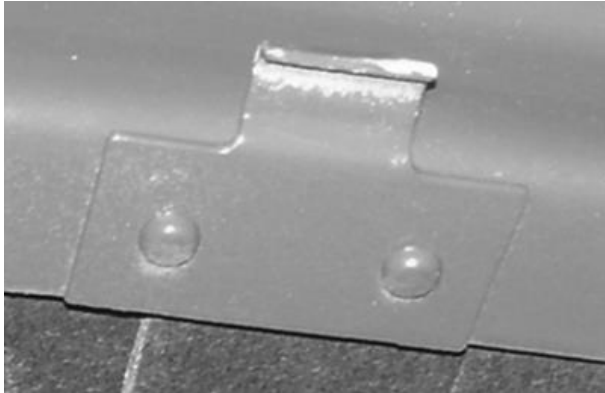
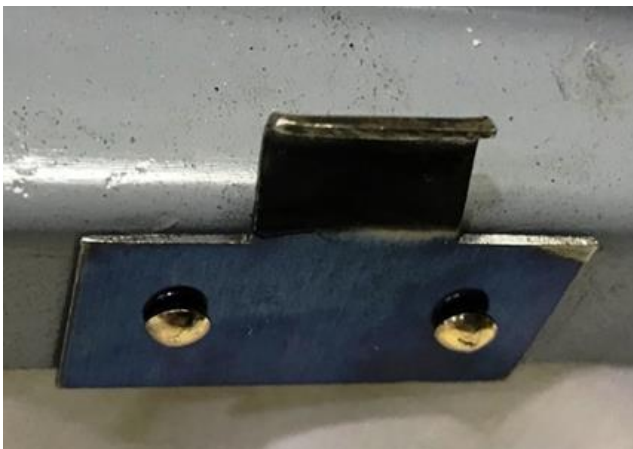


Photo of undamaged glove box door catch

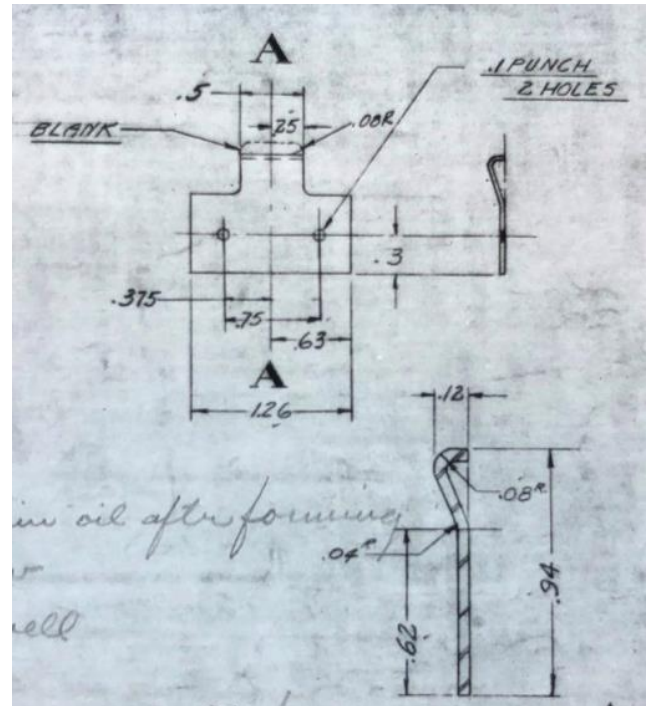
With that, at least I knew what the catch looked like but I was still stuck in my search for a replacement for my truck. After striking out online, I hit the phone and started calling everyone I could to get one. Turns out, this part is not reproduced and many have broken. From my survey, it seemed that most folks installed a magnet for the catch, but I did not want to do this.

One day, while dragging myself inside my house after a long day at work, I looked to my left and saw Buzzy Potter's 1936 panel truck which had been sitting there all this time. The lightbulb went off in my head and I had the thought that the long-sought catch might be in this truck. A quick look and, sure enough, the part *was* there. I was able to remove it and use it as a template for making one from scratch.



Handmade part installed

In February of this year, at the Benson Ford Research Library, I even found the part number and drawing for this elusive item! Since it's not available and seems to break, I wonder if there is a market for someone to make a reproduction run of these?



Detail from Ford drawing of part 50-811628

#### 4) By Bob King

Around 20 years ago or so I had my eye on a 1949 Ford Business Coupe, a real one, with no back seat. Best of all, it was well documented back to its first owner and had only 3700 miles, since new. That's not a typo: thirty seven hundred miles. I bought it and that kicked off the search for all kinds of authentic parts and that search went well. All of the aftermarket stuff was replaced by authentic reproduction components and some pricey NOS parts. Tires, belts, hoses, rewiring, trim, horn button, new interior, and on and on.

The first owner purchased the car because it was the cheapest vehicle on the lot. It was radio, clock and cigar lighter delete; had 16" blackwall tires (15" would have been an upgrade); deluxe trim, which was the cheapest because custom deluxe was an upgrade; and a recirculating heater (\$15 more would have purchased a fresh air heater). That cheap

heater became the object of a quest because a piece of the ductwork was missing – a cap on the tee just beyond the firewall. And it was only used on cars that were built with the recirculating heater. I believe the blower was mounted on the tee and it carried fresh air through the ductwork on all 1949 Fords. This car had a cap on the tee and it was missing. That was the problem. So the Deluxe with the cheap heater could draw fresh air through the ductwork on each front fender. Pull out the handle on the left or right or both and you had fresh outside air. Great, but not good in any month after October. Close the vents with the under-dash knobs and the recirculating heater would heat up the air in the cabin and everything was great. For \$15 more you could have a fresh air heater which would take in outside air and heat it.



'49 recirculating heater controls

The cap on my car was misplaced by former owners who had stripped the body and repainted it. In the process, they removed the front clip and everything from the firewall, refinished it, and reinstalled everything except the cap. Other than that they did a really superb job. That cap was the hard-to-find part.

I tried classifieds, forums, vintage salvage yards, networking, and more and came up empty over and over. Finally, in desperation, I initiated a search on eBay under the category "Heating and Air Conditioning – 1949 Ford." Time went by with no activity. Crickets... Then, five or six months into it, I received an email from eBay which directed me to a listing for a 1949 Ford heater. I went to the listing, and there was a photo of a recirculating heater still installed in

the car! The owner was breaking it up for parts. Could the quest have ended?

I emailed the owner and directed him to the engine compartment. Bingo! The component was there and I secured it for a fair price.



'49 deluxe heater controls

Since then, I've wondered how much more I would have paid if the seller had played hardball with me. I've never come up with that number, but it could easily have been much, much more.

## 5) Heartbreakers – Kinmont Disc Brakes Aren't Just Hard to Find; They're Priceless

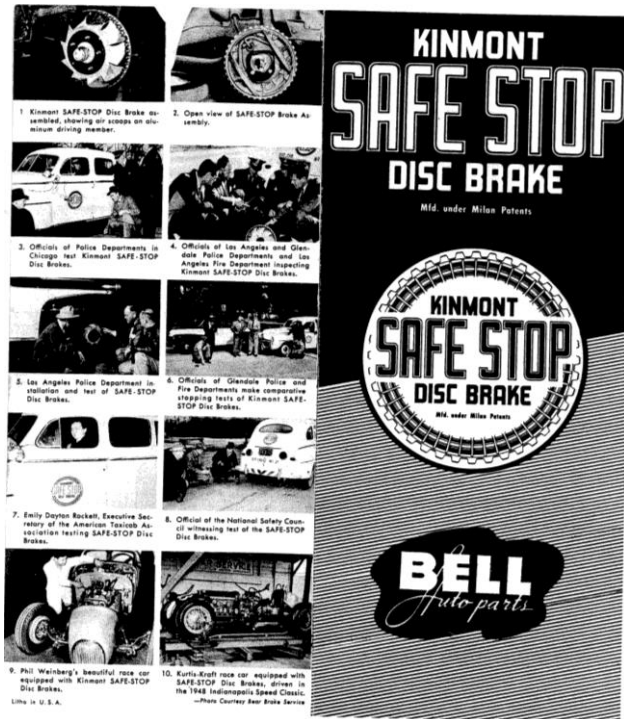
By Ken Gross

When you look at the wish lists of nostalgia hot rodders, you'll find exotic parts like block-letter Edelbrock finned heads, Harman & Collins magnetos, Auburn dash panels, and, arguably the most elusive item of all, the legendary Kinmont disc brake.

Originated by an inventor named Joseph M. Milan, and referred to as the Milan brake, they became better known by the name of the company that tried, and failed, to make them a success as Kinmont Safe Stop Disc Brakes. Preston Tucker and Gary Davis both experimented with Kinmonts, but neither used them in their limited production models, due to cost (versus conventional hydraulics) and the lack of time for extended in-service testing.

LA-based manufacturers Bill and Ralph Kinmont adapted the Milan brakes and called them Kinmonts. Instead of a rotor and a caliper, the units essentially used a clutch-like device with a circular friction area. Four prototype brake sets were built to be tested on 1946 Ford and Mercury passenger cars. Kinmont wanted to become an OEM (original equipment manufacturer) supplier as well as an aftermarket supplier for brakes that could be retrofitted to

popular passenger cars, particularly fleet vehicles like taxis and police cars that were subject to hard use. They chose Ford vehicles because they were good sellers for taxi and police use, and there was a sizeable existing population available to retrofit the Kinmont units.



The company orchestrated demonstrations to the LA and Glendale Police Departments, and even the National Safety Council, that showed how well Kinmont discs worked in contrast to conventional hydraulic drums. They executed a grueling 1,000-mile on-road test of the Kinmont brakes on all types of terrain, with frequent conventional and panic stops. Installed in a stock 1948 Ford sedan, the brakes proved to be virtually fade free, even in wet and freezing conditions. The Kinmonts were even tested on one of California's dry lakes, with repeated stops from 125 mph.

They passed every test, with minimal lining material wear. Articles praising the brakes appeared in several LA newspapers. Installed in the company's test Ford sedan, they were repeatedly demonstrated for fire and police officials; Hulse and Bill Kinmont even drove to Chicago for a conclusive trial in a January 1948 ice storm. Back in Los Angeles, at the LA Armory in Exposition Park, Kinmont brakes were displayed at the city's (and the SCTA's) first big indoor hot rod show, and a set was installed on a '32

roadster built during the show and given away to a lucky winner. The brakes were displayed at the Pan American Inventors Show, and a full-page ad for them appeared in the *LA Times*.

But no OEM ever placed an order. So Kinmont tried to find another market. Savvy hot rodders had seen the Kinmont brakes at the LA Armory Show. They were probably drawn to the brakes' slick, finned appearance, especially when installed on fenderless cars. Roy Richter, owner of Bell Auto Parts, formerly known as Cragar, did a booming speed equipment business. His first order, some 75 sets of four-wheeled Kinmont brakes, quickly sold out and a second production run was made.

The May 1950 *Hot Rod* magazine tech article tested the Bell Auto Parts pickup truck and said, "...since the brakes are definitely not of the self-energizing type, there was no tendency for them to grab or lock." They offered kits to fit five different Ford models. The rear hubs required minor machining, so Kinmonts weren't strictly a bolt-on item. About 325 sets of four-wheeled Kinmont brake sets were made, accounting for their extreme rarity today. (Most 1940s-era hot rods used pre-war Ford hydraulic brakes or postwar Bendix units as found on Lincolns or Ford pickup trucks.)



I loved the look of Kinmont Safe Stop brakes as found on old Oakland Grand National Roadster Show winners like the T roadsters of Rico Squaglia and Dick Williams and Phil Weinberg's famous dry lakes racer. When I planned my period-perfect '32 roadster, my car just had to have Kinmonts. I searched unsuccessfully for several years for a complete set. I called everyone I knew, to no avail.

Finally, my friend Don Orosco located a quartet of rebuildable Kinmonts in San Francisco in 1996. I paid him \$4,000 (!) and considered myself lucky. That is, until I went to Hershey that fall, with the four brakes, rolling them across the fields in a wire shopping cart. I planned to deliver them to my builder, Dave Simard, on Thursday in the Green Field. He'd take them to Boston, rebuild them, and install them on my roadster.

On Wednesday morning, my friend John Brown said, "Did you hear that a set of Kinmont brakes sold for just \$850 on 'Race Car Row' this morning?" I was crushed, thinking I'd paid much too much. I wondered who the lucky guy was.

That afternoon, I rolled the wire cart into the Green field, looking for Dave's camper. I knocked on the door and a voice inside said, "... just put those brakes on the floor next to the other ones!" When I carried my Kinmont brake assemblies into the camper, there they were – another complete set of Kinmonts, bought for 20 percent of what I'd paid! Dave said the seller initially wanted \$1,000. He offered \$850 and the guy took it, just as Speedy Bill Smith and Jimmy Etter converged on the space. But Dave got them.

White Post Restorations in Virginia re-sleeved and rebuilt the Kinmont's unique wheel cylinders; Rochester Clutch and Brake (Rochester, NY) provided substitute friction material – you can't get asbestos. I'm pleased to say that after 6,000 miles and several panic stops, the Kinmont brakes on my car still work just fine, hauling my 2,100-pound roadster down smoothly with no swerving, and with a very progressive, medium-weight pedal. They don't make any appreciable noise. I think the Kinmonts stop as well as, if not better than, any conventional Ford or Bendix hydraulic drum brake I've experienced.



And they do look great. After the brake backing plates were plated, Stan Decoste painted them black, then painstakingly removed the black paint on the cooling fins for a beautiful appearance. Dave Simard and his crew designed and fabricated an emergency brake cable system that uses '40 Ford rubber boots for waterproofing and an authentic, period appearance. A '39 Ford fly-off emergency brake handle was shortened to clear the heater, then chromed. My Kinmonts are admired by everyone who sees the car, often with the question, "Where did you ever get a set of those brakes?"

Postscript – A full set of genuine Kinmonts today goes for upwards of \$10,000 and, last year, there was a set at Hershey for sale for \$14,000.

Maybe I didn't do so badly after all?

#### NEW MEMBER WELCOME

A big "Welcome!" goes out to our newest NVRG members, William and Meta Wender of Harrisonburg, VA. The Wenders own a 1934 Ford three-window coupe.

## CONGRATULATIONS TO US!

### **Congratulations to Us – Dave and Susan Skiles!**

*By Susan Skiles*

On a whim, Dave entered our 1934 Ford Cabriolet, Henrietta, in the Craftsman Auto Care Virtual Car Show. Much to our surprise, it won in the Best Classic/Antique category. We plan to drive Henrietta to the Fairfax shop to introduce her to Matt Curry and say thanks for the honor and the gift card. *(Reminder: Craftsman Auto Care is one of our Valve Clatter sponsors. Thank them the next time you stop by.)*



### *NVRG 2020 Calendar*

Even though NVRG events have temporarily been suspended, the Board of Directors continues to meet the last Tuesday of each month. Meetings are currently taking place via conference call or zoom and all members are welcome to attend. If you would like to dial in to attend the meeting, contact NVRG President John Ryan for call-in information. Email John at: [john@ryanweb.com](mailto:john@ryanweb.com).





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

## VEHICLES FOR SALE

**1950 Ford Custom Deluxe Tudor Sedan:** 46,687 original miles; same owner for 36 years; numerous Dearborn and AACA awards. Car located in Virginia, \$24,500. **Jeannette Hall**, 540-424-9823. (07/20)



**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 whitewall tires. Call or email **Dick McIninch** at 434-981-4349, 434-361-2568, or [olcarfn@aol.com](mailto: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](mailto: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](mailto:flihi@va.metrocast.net). (07/19)



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



**1947 Ford 1.5 Ton Truck:** Restoration recently completed. Frame has been stretched by 20" to give a wheelbase of approximately 178". Wooden bed is 12' long and has enclosed sides with a tailgate. Has a Rebuilt Dennis Carpenter engine, LeBaron Bonnie interior, and all new wiring, glass, and gaskets. Four-speed transmission with Eaton 2-speed rear axle. Electrical system converted to 12-volt negative ground (can use modern accessories). Right-hand

tail light added (originally only had left tail light). Turn signals added. Period and period correct Ford heater. NOS front fenders, running boards, head light rims, parking light rims, and door handles. Equipped with Waldron stainless steel exhaust system. Rear view mirrors are correct (shaky) original style. Also comes with original fenders, running boards, and 2+ spare engines worth of parts. Has a clear MD title and can supply notarized bill of sale. Located in Monrovia, MD. Price lowered to \$7,000 (or good offer). **Luke Chaplin**, 4016 Lynn Burke Rd., Monrovia, MD, 21770, 301-865-5753, [lukechaplin@comcast.net](mailto: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

**Set of 1966 Virginia license plates for sale:** Tag number 11-168, good shape, \$25. Call **Hank Amster** at 703-753-9575 or email at [hankbea@comcast.net](mailto:hankbea@comcast.net). (07/20)

**1950 8BA 239 c.i. engine** with 3-speed transmission on the floor. Not currently running but engine turns over. \$750. Call for more details. **Ray Lambert**, 703-595-9834. (07/20)

**Several brand new 45-watt solar panels** with a converter and lights. Original cost was \$145, willing to sell for \$75. I got them for my new building but instead put 220V to be able to use electric power tools. **Bennie Leonard** at [benshar100@gmail.com](mailto:benshar100@gmail.com) or 703-863-5817. (07/20)

**Shop vac dust collector by JET.** Used for connecting to a table saw or other dust-creating tool. Lightly used but needs new top bag; otherwise in great condition. \$100. **Dave Gunnarson** at 703-425-7708 or [gunnarson@verizon.net](mailto:gunnarson@verizon.net). (07/20)



JET EQUIPMENT & TOOLS			
OUTPUT	1 HP	KW	
HZ	60	POLE	2
VOLT	115/230	HEAT	60 °C
AMP	16/8	CLASS	E
RPM	3450	DATE	1994
PHASE	1	SER. NO. SH OKL	
MADE IN TAIWAN			

**1951-52 Ford F1 thru F5 truck doors.** Set of two. Very good condition. No rust. Hard to find.

Reportedly fits all pickups 1948-'52 (trim may be different). \$250 each. **Ray Lambert**, 703-595-9834. (07/20)



**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, '38, '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](mailto: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):** 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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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 [dcliftongreen@gmail.com](mailto:dcliftongreen@gmail.com). (03/19)



**Black and Decker Valve Grinding Machine**, \$150. **Steve Groves**, 301-530-7411 before 9:00 PM. (2/19)



**1951 Ford Truck 5-Star Hood Trim**, to use with your "hood spear" on sides of hood. Have both left and right. \$150. **Ray Lambert**, 703-595-9834. (06/18)



**1951-52 Ford F-1 Truck Rear Axle:** Drum-to-drum with springs; no wheels. \$150. **Ray Lambert**, 703-595-9834. (06/18)



**1951-52 Ford F-1 Truck Front Axle:** Nearly complete, backing-plate-to-backing-plate, with springs and steering arms. Note, no brake drums or wheels. \$150. **Ray Lambert**, 703-595-9834. (06/18)



**1935-40 Ford passenger car tailpipe**, NOS/NORS. Never used, \$50. **Jason Javaras**, 540-786-5819. (3/18)



**One pair 60-HP Ford Script Heads:** NOS cast iron, best offer. **Leo Cummings**, [RPMLHC@aol.com](mailto:RPMLHC@aol.com), cell: 571-212-7747. (3/18)



**Three 24-stud Ford Script Heads**, NOS, cast iron, best offer. **Leo Cummings**, [RPMLHC@aol.com](mailto:RPMLHC@aol.com), cell: 571-212-7747. (3/18)



**Eastern National Meet Goodies:** Craftsman Tool Bag, \$5; Meet Gearshift Knob, \$5; Meet License Plate Topper, \$5; Compact LED Flashlight w/Clip & Magnet, \$5; Meet Pin, \$1, or free w/purchase of one or more other item(s). **Hank Dubois**, [handcubois@verizon.net](mailto: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](mailto:john@ryanweb.com). (07/16)



**1934 Ford Parts:** Two 21-stud '34-'35 engines, one complete, one parts. Small parts for '34; ash tray, bolts, bushings, rubber parts, windshield with glass; two '34-'36 transmissions complete, lots of extra gears; engine heads and manifolds for '34-'36; oil pan for '34; hubcaps for spare; original and new door handles; carburetor kits; water pumps; fender braces; 17" wheels; water inlet with motor mount for '34-'35; 50 years of V-8 Times. Call for more info. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407, 540-847-3363. (updated 05/18)

## **VEHICLES WANTED**

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

## **PARTS & ACCESSORIES WANTED**

**Wanted: Air filter to fit '37 V-8** in usable condition. Call **Nick Arrington**: 703-966-6422. (7/20)



**Wanted: Old junk flathead distributors for parts.** **Cliff Green**, [dcliftongreen@gmail.com](mailto: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](mailto: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](mailto: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](mailto:gcluster@rockingham.k12va.us).



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



**1933-34 Ford rear end** wanted. Call Mike Kirkendall, 325-280-6052. (03/19)



**1939 Ford Pickup BED wanted.** Complete bed assembly needed. If you have a bed, or parts of one, call Long Island Club member **George Vitaliano** at 914-664-5040 or email his wife Nancy at [nancyvitaliano@icloud.com](mailto:nancyvitaliano@icloud.com). (1/19)



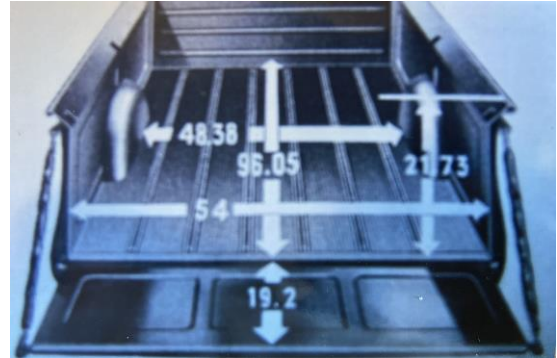
**Model 81 Carburetors.** Two Model 81 carbs suitable for rebuilding wanted. These were the carbs used on the 60 HP V-8s. **Nick Arrington**, 703-966-8422 or [nta1153@verizon.net](mailto:nta1153@verizon.net). (8/18)



**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](mailto: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](mailto:Jeberly4@comcast.net). (07/14)

## **PARTS & ACCESSORIES FREE**

**Free - Pair of Water Pumps for a 1951 Ford 8BA 239ci V-8.** I replaced them thinking they were part of a heating problem. It proved otherwise after I had installed new ones, so these are now a good spare set. Yours for the taking if you can come get them in Front Royal. These would be good for cores to trade in to Skip Haney for a rebuilt pair. Call **Al Edwards** at 703-408-8372. (2/19)



**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](mailto:dogbaner@gmail.com). (05/18)

When patronizing our advertisers, tell them you saw their ad in the Valve Clatter newsletter!

**Matt Curry's**  
**CRAFTSMAN**  
auto care

**Fairfax**  
11611 Lee Highway  
Fairfax VA 22030  
703-272-3216  
Fairfax@craftsmanautocare.com

**Alexandria**  
7001A Manchester Blvd  
Alexandria, VA 22310  
703-719-7606

**Chantilly**  
14510 Lee Road  
Chantilly VA 20151  
703-646-8260

**Dulles**  
23765 Pebble Run Place  
Sterling, VA 20160  
703-665-1357

**Fairfax**  
11611 Lee Highway  
Fairfax, VA 22030  
703-272-3216

**Merrifield**  
2733 Merrilee Drive  
Merrifield, VA 22031  
703-646-8270

**835 – CRAFTS1**  
[www.CraftsmanAutoCare.com](http://www.CraftsmanAutoCare.com)

Hybrid and EV

**DULLES**  
AUTO CLINIC

Quality Service at Affordable Prices  
[dullesautoclinic.com](http://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](http://ptautoexperts.com)  
[ptautoexperts@aol.com](mailto:ptautoexperts@aol.com)

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

*NVRG Car of the Month*  
*Al & Barbara Mason « 1934 Deluxe Roadster*



**FIRST CLASS MAIL**

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