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Value Clatter

Early Ford V-8 Club of America



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

Volume XLIII, No. 8, August 2020

Editors: Nick Arrington & Stephanie Beavers

COVID-19 Issue #5: Who Says There's No Hershey This Year!

By Dave Westrate



Many of you know Tyree Harris as the go-to source for authentic V-8 wiring. Recently, my search for an engine for my '39 Woodie led me to Tyree and his grandson, Will Tate. Will has acquired the V-8 parts collection of the late Bill Clatterbough, who was well known as an engine builder. I was fortunate to acquire a flathead V-8 engine from Will for which I am grateful.

Up Front with the President

August 2020



President's Message August 2020

The NVRG board has decided to suspended all RG-sponsored in-person group activities until further notice. Previously, we had planned to conduct some NVRG in-person outdoor driving events by employing social-distancing and other measures to protect our members. However, this strategy now seems lacking as the COVID-19 virus continues to rage and, as not only the health, but also the financial, risks involved become more apparent. Please read the notice in this month's issue for more information.

The board is considering alternatives to in-person activities. We can interact virtually – using Zoom video conferencing service, for example. One possibility is to deliver a technical or historical presentation as if we were attending one of our regular monthly meetings in Vienna. The virtual approach has the great advantage of being accessible to all members in our far-flung region. Stay tuned.

This month's unending string of 90+ degree days has gotten more than just monotonous. It has diminished the appeal of exercising our V-8s in neighborhood test runs. The weather has also made any extensive work in the garage not only uncomfortable but also physically stressing. The stress was demonstrated to me when I decided to clean the floor in my garage. The project involved manually scraping and scrubbing away "stuff" accumulated over 20+ years from leaky rear main seals, transmission drips, etc. My trusty box fan helped moderate the temperature somewhat, but I also had to remind myself to have bottled water handy and rehydrate frequently during the project.

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.

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)	

Hershey, cont'd.

I am writing this to alert you all to the magnitude of the collection of parts Will now has. When I went to pick up my engine, Tyree and Will showed me about one third of the parts that Will is consolidating and organizing from several different locations. He has engines, blocks, heads, carburetors, and shelf after shelf filled with V-8 parts. I thought I was at Hershey! There were even four NOS crank shafts still in cosmoline in their original wood shipping boxes.

Will is in the process of getting all of this stock organized and ready for sale. Will and Tyree asked that I share their telephone numbers if you have any questions: Will (540-872-6690), Tyree (804-556-5200). Here are a few pictures I took. Stay tuned...



Third in our series of stories about that hard-to-find part.

1) My Battle with the 1936 Ford Rear-mounted Spare Tire Cover Lock

by Keith Randall

As many of you know, I own a 1936 Ford Cabriolet. The car is a multiple EFV-8 Dearborn and AACA Grand National award winner. The restoration was completed over a four-year period (1988–1992), but not by me. As a result, there have been numerous surprises during the time I have owned the car.

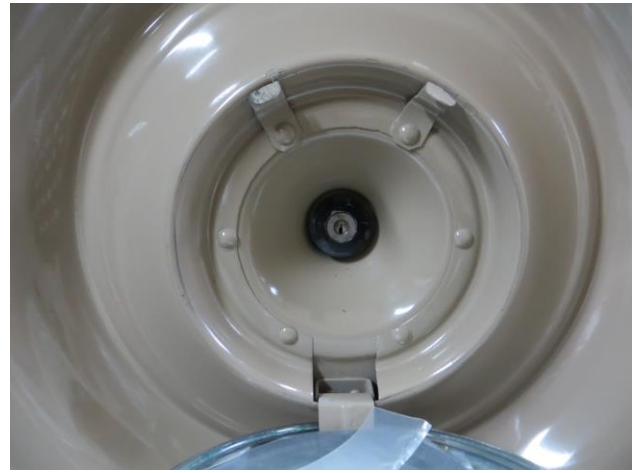
The most difficult project by far was rekeying the lock on the spare tire cover. Somehow, the previous owners over the years had either lost or misplaced the key to the lock on the spare tire. Without a working key, I didn't have access to the spare tire. The locking mechanism is a one-year-only design and 1936 was the last year Ford had a rear-mounted spare until the 1956 Thunderbird.



1936 spare cover tire

What to do? I first turned to the Club for help. I recalled hearing a key and lock presentation that Jim Crawford had given our group a couple years ago, *and* he owns a 1936 Three-Window Coupe!

There is absolutely no way to even see the mechanism from behind the mounted spare with the cover in place.



Key hole on lock – exposed under cap

Well, I explained my dilemma to Jim and he was kind enough to bring his '36 Coupe lock and key to a club meeting so I could see what I was dealing with. He also recommended that I try to pick the lock myself. Well, I've never done that before, but Jim said I could buy a lock picking kit on Amazon and that I should give it a try. I did just that for around \$20.



Backside of cover once removed showing lock mechanism



Closeup of backside of lock showing locking ears



Spare carrier with cover removed – locking ears go into center hole

I got so I could pick the practice lock (most times) that came with the kit. However, when I tried to use my new skill at lock picking on my '36 spare tire cover, I fell short of success. I tried over several days and got close, but just couldn't free the last two tumblers in the lock.



Lock pick set used unsuccessfully

I decided that I needed professional help. Also, even if I did succeed in opening the lock it would still have to be rekeyed by a locksmith to be useful. So, I contacted Billy at [Baldino's Lock & Key](#) in Newington. Billy had helped with the restoration and keying of an early battery/magneto accessory switch on my 1916 Ford and was my go-to guy for help.

I had to pick a day that I could drive the car to the Baldino shop for the work. My experience with locksmiths has been that when they are called out for a job, they quote you a fee for 15-minute intervals, i.e., the longer it takes, the more it costs. Not unlike how plumbers charge for their services. Well,

I arrived at the shop around 10 a.m. and the work began, but they were still working on the lock at 1 p.m.! After the first hour, I approached Billy and told him that I was concerned that the cost of their work was going above my budget. He told me not to worry – the locksmiths on the project were enjoying the challenge! Four different fellas had tried their hand at picking the lock and got a bit further than I had, but still hadn't been able to open the lock.

The last man to try reverted to what he called the old way of opening a lock without a key. He found a blank key that could be inserted into the lock and he coated the edge of the key with something like graphite. Then he inserted the key, gently turned it as far as it would go, then carefully removed it. The coating revealed where the key was striking resistance. He then carefully hand-filed that area and repeated the process *many* more times.

Finally, he was able to open the lock and the blank key now also opened the lock. Now that I had a working key, I had a couple more keys made too. Billy told me that a combined 135 years of experience (four locksmiths on the job) was what it took that day. The cost: \$40! I was a happy camper! Thanks go out to the EFV-8 Club's Jim Crawford and Billy at Baldino's Lock & Key!

Additional Spare Tire Locks

By Cliff Green

In Keith's article about the tire lock on his '36, he forgot that the station wagons also had the spare tire mounted on the back! Only in 1939 were they positioned behind the back seat!

To secure the tire from theft, a spare tire lock was available at extra cost. This device clamped onto a lug nut to prevent it from being removed. It is keyed the same as the door lock and tail gate lock.

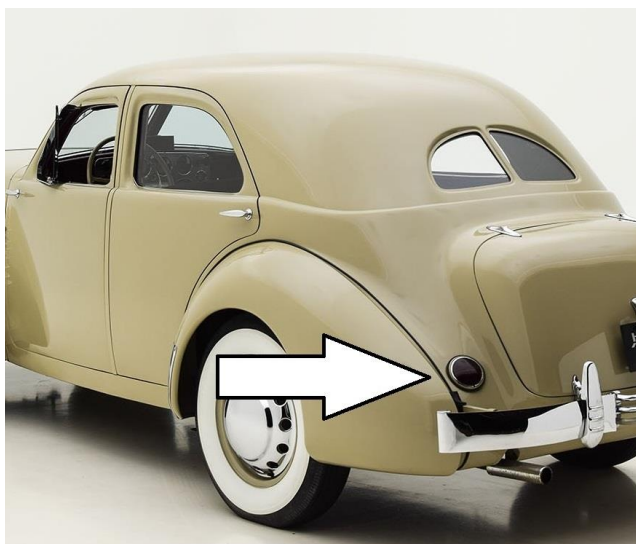


2) A Ford, er... Cord Part

By Dave Henderson

I'm a believer in having spares for my cars, especially hard-to-get stuff. I salvaged a "cobro" taillight lens from a parts car to have as backup for the ones on my '37 Cord, (the "C" is correct, it's not a Ford). I put it in a "very safe place," high up on a shelf, that is. Unfortunately, I forgot it was there and it was too high up for me to see. In moving a box, I accidentally shoved it to the edge and it fell and smashed. These lenses are practically unobtainable. So what gift was I surprised with at a subsequent birthday? A cobro lens! Jean found one and bought it on the sly from another ACD Club member at a flea market we attended at an annual club reunion in Auburn.

P. S. – I just saw yesterday, someone in the ACD Club is offering one up, for \$125!



3) 1935 Truck Hydrostatic Gas Gauge

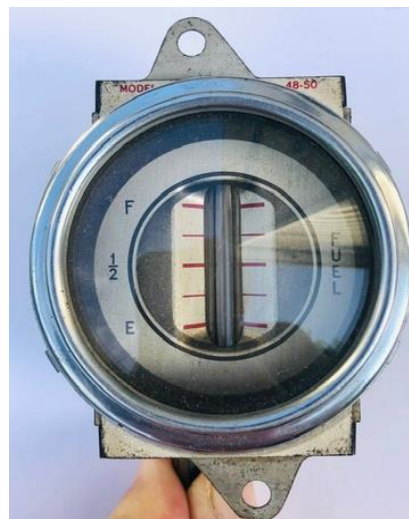
By Dave Gunnarson

In my mind, a rare part has one or more of the following characteristics: one year only, one model only, optional equipment, perishable, low interest, or low original production quantities. The more of these characteristics, the rarer the part.

The final year for the hydrostatic gas gauge for Ford vehicles was 1935. All cars, commercial, and trucks, came with the standard gas gauge or could be equipped with optional deluxe dual gauges which have the hydrostatic gas and oil pressure gauges combined in one housing. I was able to purchase an excellent NOS single gas gauge for my truck (see

Picture #1) and, since I was going for the standard gauges, I thought I was all set. One day, while trolling on eBay, I saw a hydrostatic gas gauge insert for the deluxe dual gauge housing. It was billed as being for a 1935 Model 51 Ford. This got me scrambling to research in my parts books. I discovered that the cars and commercial vehicles used one gas gauge and the truck had a different gauge. After thinking it through, this makes sense because the gas tank in the cars and commercial vehicles are low in the frame at the rear of the vehicle, while the truck gas tank is under the seat in the cab.

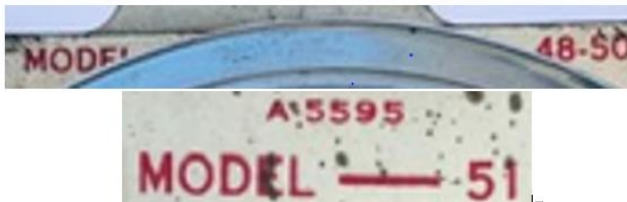
I never knew this difference and didn't know special gas gauges were made for the truck. I was very fortunate to win the insert gauge on eBay (see Picture #2). The only difference appears to be the scale on the front: full for a truck is about $\frac{3}{4}$ full for a car or commercial. Looking closely, Ford included a label at the top of the gauge dial. The NOS example has the text "Model 48-50" (car and commercial) in small red letters across the top and the insert has "Model 51" printed on the top (see picture #3). I've never heard anyone mention this difference and have never seen a Model 51 gas gauge advertised for sale. It's probably the rarest of the four gas gauges produced in 1935, as very few trucks received optional equipment and it exhibits at least four of my above-listed rarity characteristics: one year only, one model only, optional equipment, low interest, and low production quantities. I'll hang onto it, but now I'm looking for a standard single Model 51 gas gauge (51-9280-A), so the search for rare parts continues.



#1 – Standard gas gauge for 1935 cars and commercial vehicles (48-9281-A)



#2 – Deluxe gas gauge insert for 1935 Model 51 trucks (51-9280-B)



#3 – Model applicability printed at the top of the gauges indicating

THE NEXT BEST THING?

LED Headlights? Maybe!

By Bill Simons (a.k.a. Mr. Torque)
(bsimons@rustinsurance.com)

It all began last summer when I had driven my '49 Woodie to Cape Elizabeth, ME, and realized, once again, that night driving on dark, unlit country roads was particularly hazardous. The 6-volt Wagner sealed beam headlights were just inadequate. I needed to improve my night vision but didn't want to reconfigure my electrical system to 12 volts. I saw an advertisement for a small device that would boost 6 volts to 12 volts. Of course, it was made in China (where else?), but I ordered two – one for each headlight. As I remember, they were about \$25 each. I bought one 12-volt sealed beam headlight at NAPA and hooked up the Chinese converter. Poof! It blew the converter. Undeterred, I reconfigured the wires and quickly blew the second converter! At that

point, I gave up. Subsequently, I read on Ford Barn that the converters I used are rated for one amp and the headlight drew about ten amps. I can't verify that, though. Which brings me to the present.

With plenty of free time on my hands for the last four months, thanks to this wretched virus, I decided to try another approach: how about testing 6-volt LED headlight bulbs? As far as I know, there are no 6-volt sealed beam LED headlight units on the market. I looked online at 6-volt LED lights and saw that they would fit perfectly in halogen light housings. I turned to my parts shelf where I kept all the useless things I bought at Hershey that never really worked and, there, lo and behold, were two headlight housings that were designed for halogen headlight bulbs. Just what I needed! So, I ordered two 6-volt LED lights from LEDLight.com and two from VintageCarLEDs.com. The former arrived quickly, and the latter took about a month. LEDLight.com also had lights for my '34 Tudor with the two parallel pins on the base that fit in the socket perfectly. I have not tested them on the road yet, but they looked great in my dark garage.

As for the housings, I recommend AutoPal housings made in India. The two I bought years ago had a convex lens, more like the sealed beam, but the current AutoPals have a flat lens. You can find them on eBay under the name AutoPal 7-inch H6024. I bought two more from eBay vendor Rimiinc for \$44, including tax and shipping. The LED lights fit in them perfectly.



Nut and Bolts: Part 1

By Dave Gunnarson



AutoPal housing made for halogen bulbs but works perfectly with LED lights

RESULTS: After testing both sets of lights, I determined that the LEDLight.com lights improved my night vision considerably better than the original sealed beam lights and better than the VintageCarLEDs.com lights.

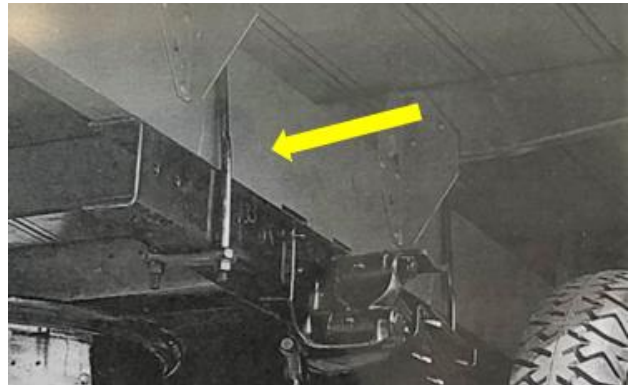
ADVANTAGES: 1) Better night vision on dark roads and 2) they draw very little current. When at idle the ammeter barely dips.

DISADVANTAGES: 1) The housing lens is different from the stock sealed beam lens (points probably lost if your car is being judged) and 2) there is no difference between high or low beam.



One benefit of the ongoing COVID-19 crisis, with its mandatory social distancing and home-based isolation, has been to provide me with lots of time at home to do projects which otherwise may not have been done. I decided to collect all of the hardware which I will eventually need to assemble the stake bed for my truck for that yet-undefined date in the future when my truck is almost done. I have several original pieces, but not nearly enough to use only old parts, so I needed supplies of new nuts and bolts and made a few repairs.

The bed of my 1935 Ford truck is fastened to the chassis with eight long U-bolts which slip over the bed and frame rails. I was lucky to get a full set of original U-bolts but, unfortunately, three of the threaded ends had been sheared off when the frozen nut on the end refused to yield during removal.



To fix this problem, I cut the head off a modern 1/2" bolt, which has about the same length of threads, such that one inch of unthreaded shank remained. Next, I trimmed the U-bolt so the bottom of the new threaded bolt was at the same length as the threaded end of the original. The cut ends were chamfered and welded together. The threaded length isn't quite the same as the original, but for now, it's close enough, and, if the U-bolt is oriented with the repaired section on the inside of the frame, the frame spacer which supports the open side of the frame will completely hide this difference. I could use a die and cut more threads, but at some point, it's good enough.

One of Ford's Other Products

By Dave Gunnarson

A nice-looking Ford brochure was on eBay recently featuring a product far removed from automobiles. It got me to wondering what the story was behind the brochure.



Sheared original bolt and cut-down new 1/2" bolt



Henry Ford certainly knew how to mass-produce cars in a vertically integrated factory. Raw materials came into the Rouge plant and finished goods went out the other. Ford made steel, glass, cast iron, and a host of other intermediate materials along the way to finished cars, trucks and tractors, and spare parts. He was also good at pinching pennies and never hesitated to take advantage of marketing goods which were a by-product of the vehicle production process. One of these by-products was ammonium sulfate.

Ammonium sulfate, chemical symbol $(NH_4)_2SO_4$, was one of the first and most widely used nitrogen (N) fertilizers for crop production. It is now less commonly used, but especially valuable where both N and sulfur (S) are required, and its high solubility provides versatility for a number of agricultural applications.

Ammonium sulfate has been produced for over 150 years. The major source in the mid-1900s was during the creation of coal coke used in steel production. Ammonium sulfate is created by reaction of sulfuric acid and heated ammonia, both present in coal. The Ford Rouge plant had large coke ovens and



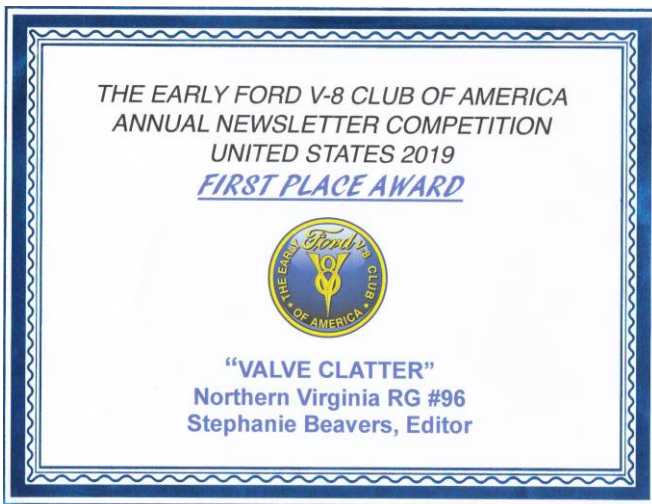
Bolt chamfered and ready for welding, finished new extension, original threaded end with longer threaded segment

was able to capture ammonium sulfate as well as other materials such as Benzoin, which was also sold as a fuel in the Detroit area, and Kingsford charcoal from the wood production at Iron Mountain.

The inside of the brochure expounds on the virtues of ammonium sulphate and how it is the “ideal fertilizer.” Perhaps a bit of an overstatement, but the old flyer is an interesting window into the world of Ford in the middle of the last century.



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NOTICE REGARDING NVRG EVENTS AND COVID-19

The NVRG Board of Directors has voted unanimously to suspend *all* in-person, club-sponsored events until further notice.

The Board of Directors of the NVRG has evaluated the potential liability of the Regional Group and its members to impacts from COVID-19. Insurance policies covering operation of the club are in force at the National EFV-8 Club (General Liability) and the Regional Groups (Directors and Officers Liability). These policies *do not protect any* of the club’s national or regional operations from liability from lawsuits related to COVID-19. Without insurance for RG-sponsored events, the club’s treasury and potentially the personal assets of our individual directors and members are at risk.

Social-distancing and protective measures in compliance with government requirements and following CDC guidelines minimize the chance that members would be exposed to the virus at a NVRG-sponsored event. Nevertheless, if a member contracted the virus while attending a club event, it would be a tragedy. Considering both the individual health impacts and potential financial risks, the board has decided to suspend all RG events.

Certificate of recognition received for the first place win of the 2019 annual newsletter competition. Though not named on the certificate, co-editor Nick Arrington deserves recognition as do all the contributors.



**Motorfest will be held May 31–June 4, 2021
to benefit the Early Ford V-8 Museum**

Come to the Classic Auto Mall in Morgantown, PA, for Motorfest, May 31–June 4, 2021. There will be rotating tours to transportation-related museums and private collections each day. Travel will be to four nearby towns to limit the number of people at each destination. Social events will be at the Holiday Inn each evening where adequate space is available for social distancing.

Hotel rooms are \$104 plus tax per night and reservations should be made separately. The cost per person will be \$185 and includes admission to tour destinations each day and social events each evening. There will be no charge for unsecured trailer and RV parking. There will be no operations check, swap meet, or concourse judging; however, there is a cruise at the Mall on Wednesday which will be open to attendees as part of a social event. Drive whatever vehicle you choose to bring.

Registration information is available at the link below, and we'd encourage you to make hotel reservations early, as rooms are limited. There is a casino nearby and the museum at the Reading Airport is having a WWII Weekend, as described in the registration package. The hotel will extend your stay at the same room rate if you would like to attend. Tickets for the event can be purchased separately.

Click [here](#) to download all the information, including a Registration Form, Guide to Events, hotel information, and more.

If you haven't heard about the Classic Auto Mall, here's a [link to a video](#) of the facility which is connected to the host hotel. It's like an indoor car show that's open every day with over 1,000 cars. Please contact me if you have questions.

Norm Heathcote – Registration Chairman
305 Gwynnbrook Avenue
Owings Mills, MD 21117
Cell: 410-227-2040 / Email: vomllc@hotmail.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 (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

Three 1951 Fords: Two Victorias and one Tudor. These are project cars. \$4,500 for all three. Call **Andy Miller** at 540-650-3023 for more info. (08/20)



1935 Ford Tudor with deluxe grille: Upgraded with rebuilt flathead engine, new steering, starter, and clutch. Interior is original in fine shape with replacement floor mat. Car is in primer. Price reduced 12K. **Von Hardesty** at 540-885-0697. (08/20)



1930 Model A pickup project: West coast metal. Completely disassembled. No drive train, but has cab, frame, pickup bed, tailgate, fenders (best front fenders I have ever seen), hood, cab wood kit, wiring harness – and a new Maryland title. Lots of extra parts. Located in Gaithersburg, MD. \$4,900. **Jim Rodda**, 301-801-3534. (08/20)



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 Model 68 Touring Sedan: (Updated) Córdoba Tan exterior with poppy red pinstripes and wheels (Spyder hubcaps); Bedford cord interior; rebuilt engine (LB block) and transmission; Columbia rear end; hydraulic brakes; radial tires; seat belts; turn signals; and electronic ignition. For more information, email 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 taillight added (originally only had left taillight). 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

Blast cabinet for sale: I bought this from Bob Helms's wife after he died. I think I gave her \$100 for it but I would take \$50 if you want to come pick it up. It probably needs a new set of gloves. If you buy it, I'll haul it out of the shed and clean it up. **Allan Edwards**, 703-408-8372, AlFromva@aol.com. (08/20)





Complete gasket set for a Lincoln: 1961 through 1968 430 or 462 V-8 engine, comes with an extra valve cover gasket. I also have a rebuilt 12-volt generator, not sure what it fits but I'm willing to take offers on it. **Bennie Leonard** at 703-863-5817 or benshar100@gmail.com (08/20)



Set of 1966 Virginia license plates for sale: Tag number 11-168, good shape, \$25. Call **Hank Amster** at 703-753-9575 or email hankam@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 or 703-863-5817. (07/20)



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)



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 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)



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. (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: 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. (06/20)



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



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)



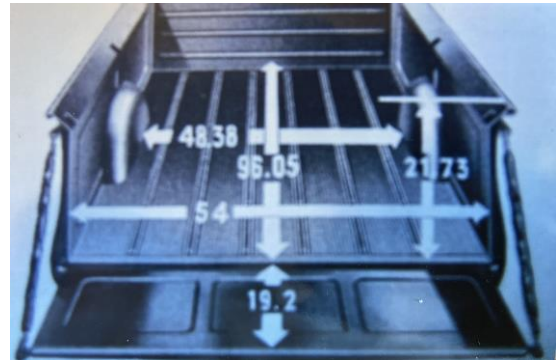
Model 81 Carburetors. Two Model 81 carbs suitable for rebuilding wanted. These were the carbs used on the 60 HP V-8s. **Nick Arrington**, 703-966-8422 or nta1153@verizon.net. (8/18)



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



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



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

PARTS & ACCESSORIES FREE

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



1950 Ford back seat FREE. Don't know if it's from a Tudor or Fordor. Good springs; enough of the original upholstery and padding remaining to cover with seat covers for a driver (but I don't think I would.) Bought it to cut down for my '49, then found a seat at Carlisle. **Russ Brown**, 703-919-6011, dogbaner@gmail.com. (05/18)

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Michael & Eileen Kozac « 1939 DeLuxe Coupe



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