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Value Blatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

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Editors: Nick Arrington & Stephanie Beavers

COVID-19 Issue #6:

The COVID-19 Battle Hits Close to Home

By Norm Heathcote



Throughout the COVID-19 pandemic, my family and I were being careful not to interact with others and also to wear a mask to the store and keep our distance. On July 31, we attended a birthday party for my nephew at my sister-in-law's house. There were eight of us there and we didn't wear masks or socially distance as recommended. My wife, son, daughter-in-law, and granddaughter had been seeing each other throughout the pandemic without any problems; therefore, we thought it was safe to attend the family event. On August 3–5, I experienced headaches and chest pains and found that I had a fever. August 7, I learned that my son had tested positive for COVID-19 and, after several days, went to the emergency room at Greater Baltimore Medical Center (GBMC) suffering from shortness of breath. There he was put on oxygen and steroid medication. Fortunately, my granddaughter and daughter-in-law tested negative. I decided to have my wife and myself tested at Mercy Hospital on August 8 and found out on August 12 that both Lisa and I tested positive. We went to the GBMC emergency room on August 14, also suffering from shortness of breath, and were admitted. My son was sent home the next day. Lisa and I remained in the hospital until, on August 20, we walked the hall while our oxygen levels were monitored and they determined we were well enough to be discharged. We continued to take steroid medication and, as of August 24 (the writing of this article) are starting to feel more normal. I can't say enough good about the treatment we received at GBMC. *PLEASE WEAR A MASK AND SOCIALLY DISTANCE.* It may be uncomfortable, but spending a week in the hospital on oxygen is far more uncomfortable.

Up Front with the President

September 2020



President's Message September 2020

We are not going to let the COVID-19 virus pandemic get the best of the NVRG. Since in-person activities are not possible for the foreseeable future, we will use the latest technology to conduct virtual events. The Board of Directors has set up the first virtual membership meeting for our usual second-Tuesday meeting date – September 8 – as if we were attending the meeting in person in Vienna. Please note the new time: 7:30 p.m.

We will be using the Zoom video conferencing service to conduct the meeting. For those not familiar with Zoom, it is a widely used service not only for facilitating large-audience events in education, business, and government, but also for connecting smaller groups of friends and family. Dave Gunnarson will be facilitating the meeting as host. Zoom is easy to use and hopefully you participated in Dave's tutorial session last week to get up to speed, if needed. A notice in this issue (page 12) also provides all necessary details on how to participate in the meeting via Zoom.

The focus of the meeting is a presentation by Dave entitled "Henry Ford's Soybean Fascination: Facts, Myths and Misconceptions." Dave will impart a broad understanding of this fascinating topic and cover many finer points, including the chemistry and industrial processes needed to convert soybeans into useful products.

This meeting is very much a test run to see if the virtual format will work for us. If the technology cooperates and members are well served, we will conduct another virtual membership meeting in September on a topic to be determined.

I look forward to seeing everybody "virtually" at the meeting.

For the past several VC issues, I'd been very happy to say there had been no reports of COVID-19 infecting anyone in the NVRG community. Unfortunately, that is no longer the case. The article by Norm Heathcote in this issue details his personal story and has some lessons for us all. Hope your recovery is a speedy one, Norm.

Stay safe,

John

zoom
Membership Meeting
Tuesday, September 8, 7:30

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)	

This month starts a new series:

Long-Time Owners: Cars Owned by NVRG Members for Over 50 Years

By Cliff Green

Editor's note: With the exception of #1 on this list, car owners may not appear in order of longest owned to latest. This month's issue of the Valve Clatter includes owners along with photos of them with their cars. Other submissions will appear in upcoming issues. If you would like to be recognized and have not done so already, please submit your entry to Cliff Green.

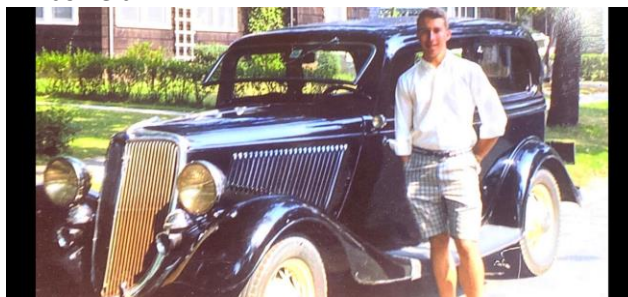
1) Owner of a car for the longest period of time: Dave Henderson

I've owned my '37 Cord 812 (V-8, but not Ford) since 1951. It was titled in my father's name at first because I was so young. Dad wasn't interested in it, never even sat in it. He wasn't a car buff, but did own three new Model As before he switched to "Brand X." Last time the Cord was out was in '02, when Buzzy Potter graciously trailered it for me to the ACD Club's Auburn 50th anniversary reunion.



2) Bill Simons

I bought the '34 Tudor in August 1963 here in Cape Elizabeth, Maine for \$400. It had about 38,000 miles on the odometer. I had just turned 19. I still have the Maine inspection sticker from 1963 on the windshield.



3) Cliff Green

A flight attendant (called stewardess back then) saw me looking at a Hemmings Motor News.

She said, "My husband has an old car."

"Oh, what kind?" I asked.

I bought the '40 woodie in May, 1969, for \$350. It had a mechanics lien on it so was parked out back of the shop and was used as a dog house. But it ran!



4) Ken Burns

I found the green late 1941 Woodie on a small (about a dozen beaters) used car lot that dotted Broadway Avenue in Chula Vista, CA, probably November 1969. Right across the side street was a small lot with another Ford Woodie, a '46-'48 powered by a small block Chevy. Overall it was in better condition than the '41 but the hood had a huge

Nut and Bolts: Part 2*By Dave Gunnarson*

burned area right above the carb. It was \$50 more expensive than the '41 and I figured that fire and wooden bodies weren't a good mix.

The '41 had a late Mercury flathead and the car ran pretty good on a short test drive around the block. So, after talking to Helen I bought the car and drove it the mile or two back to our garden apartment. I paid a whopping \$300 for the Woodie. On that short drive I began to notice things like the brakes grabbed, the engine started to run hot when stopped for a traffic light, and a slight odor of gasoline.

I spent the next couple of weekends going over the mechanicals. The brakes had plenty of lining and the wheel cylinders didn't leak, but about half the shoes were installed with the long lining to the rear. The engine had been installed using the original Merc motor mounts and then bending a piece of flat iron stock at an angle to go between the water pump and the original '41 engine mount biscuit on the frame. To make this (sort of) work, the fan blades had all been shortened several inches to clear the radiator hoses. And... one of the jury-rigged mounts was too short, so the bolts attaching it to the water pump were actually resting on the frame. It appears the surfers who previously owned the Woodie were short of cotter pins because I found numerous bent nails used instead of cotter pins and they didn't seem to know about electrical or friction tape because I found Band-Aids covering frayed wiring.

The wood was all original except for the roof. The slats had been removed and in their place was a sheet of indoor paneling; the whole thing was then covered in white fiberglass. The firewall suffered from the installation of numerous heaters over the years.



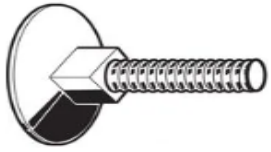
The wood for the stake bed of my truck is held together with several different types of fasteners and over 200 bolts with corresponding washers, lock washers, and square nuts. The bed wood is attached to the bed frame with long metal strips. There are about 80 ¼" x 3" carriage bolts with square nuts used for this purpose. The bolts which came with the bed frame I purchased in Kansas were all bent, rotted, broken, or missing so the search was on for replacements. Finding the exact lengths wasn't difficult, but modern hardware can have raised identification numbers on the head. Since all of the bolt heads with the raised numbers would be visible, and it was enough to bother me, I decided to take the time to do something about it. One at a time, I put each bolt into the chuck of my lathe and filed the raised lettering off and then removed the resulting scratches and polished with sandpaper. This was a bit tedious as there were so many bolts, but in less than a few hours, the bolts were all done.



The next task was finding the right bolts for fastening the interlocking tabs on each end of the top board of all nine stake panels. I was able to locate an original bolt to use as a model. Since the head profile was rather thin and had a much larger diameter than a standard carriage bolt, I knew it wasn't a carriage bolt even though it had a similar square shank right under the head. About five years ago, I showed it to Roy Nacewicz, a true Ford nut and bolt aficionado who, unfortunately, is no long with us, and he thought it might be an "elevator" bolt. I made a note of that information, but at the time, working on the bed was a far distant project.



Now, several years later, with the help of the Internet, it wasn't hard to find out that it wasn't an elevator bolt. The head of an elevator bolt is very wide and very thin. Elevator bolts are designed to hold together canvas belts used in grain elevators and other conveyor systems. The large diameter of the head and square neck creates a greater bearing surface to keep the bolt from going through the soft conveyor material.



It turns out there are several specialty bolts with a square shank under the head like carriage and elevator bolts. With some luck, I discovered that Ford used step bolts for the hardware on the stakes. Step bolts feature a wider, lower-profile, a round head and are similar to carriage bolts in bearing surface and square-neck design. Step bolts are commonly used in decking applications, or where wood is bolted down because the larger diameter head of the step bolt will not pull through the soft wood. Step bolts' smooth, low, rounded head design also permits movement over the surface.



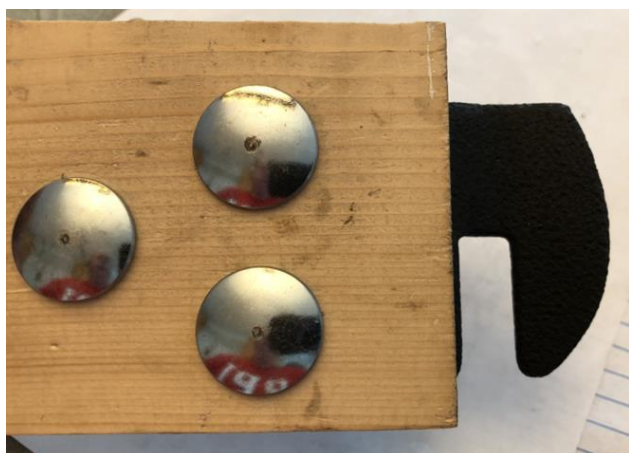
I was able to order 100 (it takes 60 bolts for one complete set of stakes) which were the exact length I needed. The standards for step bolts have changed over the last 75 years, and new bolts have a slightly larger diameter and thicker head. Trimming the diameter down revealed a relatively thick side profile, so to reduce the diameter and thickness, two cutting operations were set up on my lathe.



The first step was reducing the diameter. The cutting tool was set up to travel in the same axis as the lathe bed. Each bolt was placed in the chuck and was trimmed to the same head diameter. Next, the cutting tool was set up to travel perpendicular to the lathe bed and a piece of scrap brass was set up in the tail stock to serve as a depth stop. Each bolt was placed in the chuck, slid out to the brass stop and then tightened in the chuck to ensure each bolt head was trimmed to the same thickness.



To illustrate the difference in appearance of the store-bought compared to the trimmed version, I set up a scrap piece of wood with three of each bolt and the connecting hardware. While it is not a big difference, the cumulative effect of 60 smaller bolt heads does better represent the look of the original.



Was it all worth it? It cost several hours of research along with lathe operating time, but it gave me a sense of satisfaction, so for me, the answer is yes.

RESTORATION PROJECT #2

V-8 Progress During COVID-19 Isolation

by Dave Gunnarson

I've always thought it would be nice to own a KR Wilson distributor timing fixture, but prices and priorities kept that thought well into the future. While reading another EFV-8 regional group newsletter, I

noticed an advertisement for a KR Wilson distributor timing fixture at a very reasonable price. With the caveat that it required "complete rewiring," I decided that it would be fun to take a break from big truck restoration and tackle a much smaller project. A few days later, a box on the doorstep contained the much sought-after timing fixture. It's the early version with a wood box and does not have the sliding degree scale which is so handy and included on the later fixtures.



With the fixture in hand, I made an assessment and developed a plan. I decided that, not only did it need new wiring, the wood case was not only very dirty, but also desperately in need of repair in several areas, as well as cleaning and finishing. Someone had put oversized screws in one of the lid hinges and split the top wood rather badly. The top had a big split and the wood had contracted considerably. I decided that the course of action was to completely disassemble the fixture and fix and refinish the wood, make some new parts, paint, and replace the wiring.

The locating pin had been broken off at the handle, so I turned a 1/4" steel rod to the correct diameter, drilled a cross-hole, and fashioned a new handle with a six penny finish nail. The broken original pin and replacement pin are shown in the picture on the next page.



I took the box bottom completely apart, cleaned and sanded the parts and re-assembled it. The top was a much bigger project. I first glued the split together. Once dry, it revealed that the back portion was severely cupped upwards. I then cut the top apart at the start of the cupping and squared the edge of the cupped part as best as possible and glued it together again. This cut was right at the location of the wire pass-through hole in the top, so a 3/8" Forstner bit was used to make a round hole again. All of this cutting and trimming in addition to the wood shrinkage left the top about 3/8" short. I fabricated a new piece using old oak with closely matching grain and added it onto the top at the rear. This also allowed me to trim the rear edge of the box where some of the wood had been split by oversized screws and create new screw holes for the top side of the hinges. I was able to purchase two number 4 x 3/8" brass flathead wood screws at Ace Hardware in downtown Fairfax.



Once the top and base were coated with shellac, it was reassembled. Now the issue was that the mounting holes for the metal fixture were no longer in the correct position so new holes were drilled and the old holes in the back were filled.

The metal parts of the timing fixture were bead blasted and parts polished. Then a careful application of Krylon Crinkle paint to appropriate surfaces was applied to give it the period appearance.

Rewiring was a simple task and Tyree Harris provided the black 14-gauge wire needed to make the restoration.

I wanted to add a sliding scale in a way that did not alter the original fixture and could be easily removed if someone wanted to return the fixture to its original condition.



I fashioned a threaded “button” which fit in the bottom portion of the center rotating shaft and connected it with a number 8 flathead machine screw to a 1/8” aluminum plate slide. The slide plate is “z” shaped and supports the pivoting scale. The scale is printed paper and glued to a ¼”-thick aluminum piece shaped to match the dial curvature. The plate can freely slide between the two legs of the fixture, allowing accurate measurement of the points dwell just like the later versions of this fixture. The scale can easily be removed by removing the three mounting screws. It’s only held in place with the small “button” in the center.

The fixture was also missing the brass lamp cover. McMaster-Carr sells a 0.025” wall thickness 5/8” diameter brass tube. I cut a short length and slid it over a brass rod which matched the inside diameter of the tube. With lots of light hammer taps, I formed a lip and then cleaned up the end hole with a file. A ¼” drill bit cut the top sight hole.



The end result is a clean and functional early Ford V-8 ignition tester. Thanks to Cliff Green for the crinkle paint, varnish, and load of an original lamp cover for a model as well as a photo of the sliding scale.



Projects like this are a good antidote to missing the in-person interactions with fellow NVRGers. I discovered that this fixture was from the estate of esteemed EFV-8 member Pat McFarland. I suppose restoring such items is one way to keep memories alive. I’m going to add a small label on the bottom attesting to its provenance so maybe the next owner will be interested enough to find out more about the prior owners.

One, Two, Three...

Let Me Count the Ways

By Ken Burns

I’ve rambled on about the myriad differences between early and late 1941 Fords. I’m not sure if ‘41s hold the record for running changes during the 1932 to 1948 era but it’s got to be a top contender. Here are the differences between my green early ‘41 Woodie and the late black one.

First, a rough estimate of when they were assembled. There are numerous ways to figure out approximately when your car was built. If you own a ‘40 to ‘51 Ford/Mercury Woodie you’re really in luck because Ford kept meticulous records of Woodie bodies built at the Iron Mountain Woodie body plant from 1940 to 1951. The chart below is from Lorin Sorensen’s *Famous Ford Woodies*.

BODY BY IRON MOUNTAIN, 1940-51			
1940-42 FORD-MERCURY BODY NUMBERS			
	1940 Ford (combined Std/Dlx)	1941 Ford-Merc (same body) (‘40 assembly)	1942 Ford-Merc (same body) (‘41 assembly)
(‘39 assembly)			
AUG-SEPT	1 - 575		1 - 179
OCT	576 - 1376	1 - 260	180 - 2120
NOV	1377 - 2177	261 - 761	2121 - 3702
DEC	2178 - 2876	762 - 1262	3703 - 4922
1940		1941	1942
JAN	2877 - 4376	1263 - 2697	4923 - 5855
FEB	4377 - 5876	2698 - 5134	5856 - 6833
MAR	5877 - 7376	5135 - 7571	
APRIL	7377 - 8876	7572 - 10008	
MAY	8877 - 10376	10009 - 12445	
JUNE	10377 - 11224	12446 - 14882	
JULY	11225 - 11725	14883 - 17319	
AUG		17320 - 19756	

Woodie bodies from 1941 to 1948 had the body number stamped by hand into the cowl somewhere near the voltage regulator. The stampings kind of look like something done in a first-year metalworking class. After I bought my green Woodie in 1969, I didn’t know the significance of the stamp numbers and wanted to fill them but, luckily, never got around to it. Also note the fine metal finishing at the corner where the firewall and cowl meet – a feature

of 1941 Fords. According to Sorensen's chart above my black Woodie body was completed about the middle of the last month of 1941 Ford Woodie production. Ford built 19,756 Woodie bodies during the 1941 production run. These bodies were completed as Fords, Mercurys, and C11ADFs built for British military service.



Green Woodie body #3722 = built in February 1941



Black Woodie body # 18663 = built in August 1941

We can see that my two 1941 Woodie bodies were built six months apart and could easily assume that the actual cars were built very shortly thereafter. So, what changes took place during those intervening six months?

Let's start with some easily observed changes:

Front Fenders and Stainless Trim



The early cars have what is commonly known as 3-piece fenders. The top half of both early and late cars are the same. However, the lower half of early fenders consists of two pieces with a vertical seam in the center of the wheel arch and which are bolted together. The later lower half of the late fenders are a single stamping with a reinforcing brace on the inside.

Another very noticeable difference is that the late cars sport stainless steel trim on the fenders. In the recent *Valve Clatter* article where club members wrote about eventually finding that elusive/rare part, I wrote about early/late dash knobs. What I didn't mention was one of the factors in deciding to buy my black Woodie was that it had original rear stainless trim for both fenders. Since I bought my first 1941 Woodie in 1969 I've only seen one set of correct stainless rear fender trim for a '41 Woodie for sale and they must be made out of "unobtainium" as Thetan Ogle likes to say.

While we're talking about stainless trim, the early cars had a plain black rubber seal for the windshields and the late car sported stainless trim.



Early – black molding; no stainless trim

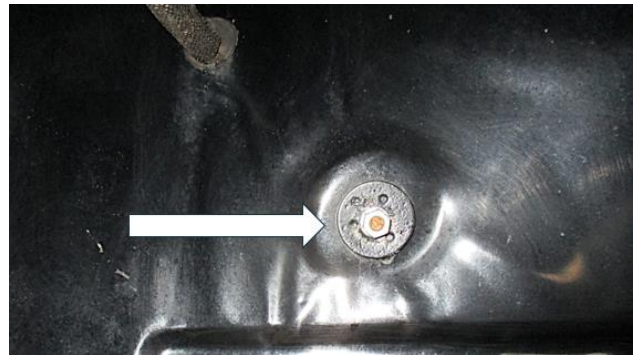


Late – stainless insert in black molding

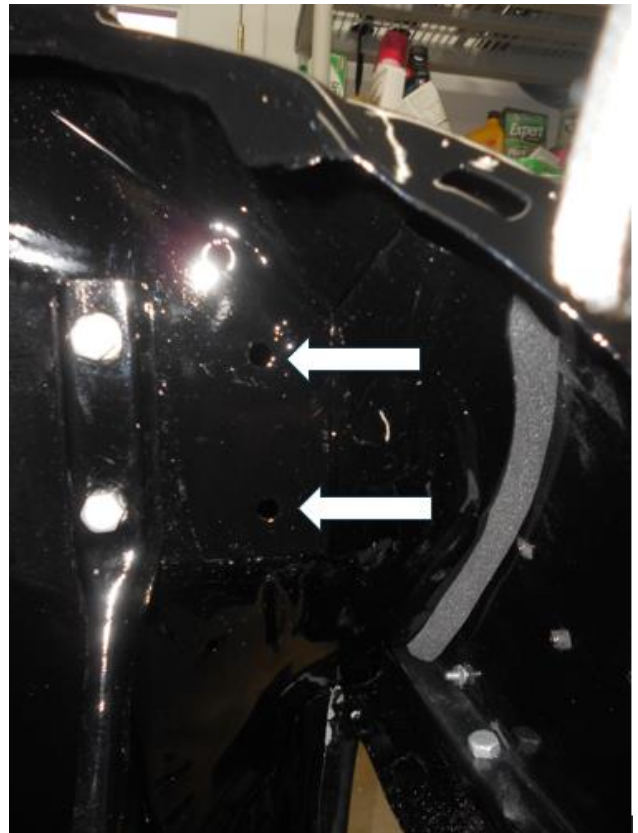
Changes with Introduction of 6-Cylinder Engine

Meanwhile, back at the front fenders, we find other differences. With the introduction of the six-cylinder engine part way through the 1941 production cycle, more changes were necessary. The straight 6 was longer than the V-8, which necessitated moving the radiator forward a couple of inches. The early inner fender aprons (panels) had only one set of mounting holes for the apron support bracket while the late panels had two sets of holes: those in the original location and another set a couple of inches forward of the original holes.

Also, the late inner fender panel had two reinforced holes for the radiator support bracket mounting: one in the original location and a second hole forward and higher up than the original hole to accommodate the forward location of the 6-cylinder radiator.



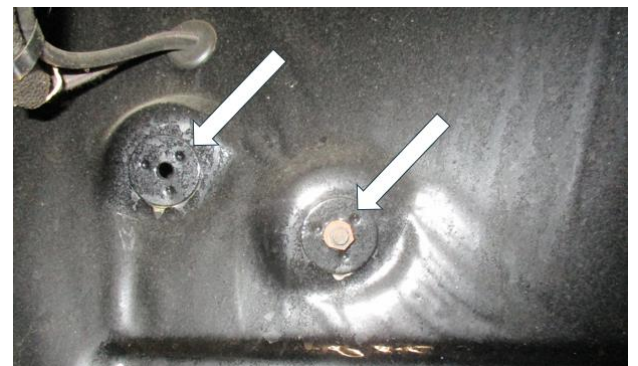
Radiator support bracket attachment in early panel



Late left inner panel before hood latch plate was installed shows the second set of holes for 6-cylinder cars



Apron support bracket bolts in early inner panel looking into the left front wheel opening



Later left inner panel from left front wheel well shows the two holes; the upper left hole was for 6-cylinder cars

There were other more easily noticeable external changes brought on by the introduction of the 6-cylinder engine. Ford and many other manufacturers today badge their cars to indicate what type/size engine lurks beneath the hood. Ford did this with the introduction of the V-8 in 1932 when the V-8 badge appeared on the center of the headlight bar. A V-8 badge appeared on the grille shell of V-8-powered Model 40 cars but not on the 4-cylinder cars. Fords in 1935 and 1936 were badged with a simple V-8. Things became more complicated in 1937 when the 60 horsepower V-8 was introduced. Ford differentiated which engine the car had by putting either a "60" or an "85" in the upper circle of the "8" in the "lazy V-8" grille badge through the 1938 model year. 1939-1940 cars had no badging to indicate which engine powered the car. The 60-horsepower V-8 was dropped for the 1941 model year and, for the first time since 1933, the early 1941 cars didn't have any V-8 badge. That changed with the introduction of the 6-cylinder engine, so, in mid-production, Ford came up with "6" and "8" badges for the hood.

There was a similar badge used when the car had a 6-cylinder motor. The addition of the badge required a change to the center hood strip. The late strip has a large hole in the center to accommodate the mounting of the badge. It would be pretty easy to make an early strip into a late strip but not so easy to fill that gaping hole to make a late strip into an early strip.



The early hood – no badge



The late hood – V-8 badge



Early hood center strips – early one on left and late on right

And there's one final, easy-to-observe difference in the front clip: the headlight bezels are different as well: the early ones are more ornate with a little raised relief at the top and the late ones are simple concentric circles.



The early bezel's raised area



The late bezel with smooth, concentric circles

Next month we'll open the hood and see what other changes Ford made during the 1941 cars over its production run. Don't worry, there's plenty more to cover during our pandemic-induced idle time.



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: vvomllc@hotmail.com

NVRG Meetings Are Going Virtual via Zoom

Save the date: Tuesday, September 8, 7:30, for our first virtual NVRG meeting. To join the Zoom meeting, click the below link or copy and paste it into your web search box:

<https://vccs.zoom.us/j/98939283291>

You need only a computer and internet connection. Meeting participants will be on mute and no individual images will be shown, so you do not need a microphone or camera. You will see a dialog box to type a question or make a comment. If possible, questions will be answered during the meeting. If not, questions and answers will be published later.

There will be a short business meeting followed by a presentation about Henry Ford's interest in soybeans and how soybeans were used in the production of Ford cars and parts. By the end of the presentation you should be able to separate fact from fiction.

If you are unsure about using Zoom, contact Dave Gunnarson (gunnarson@verizon.net or 703-776-6383) well in advance of the meeting.

Hopefully, all will go smoothly. It's an experiment in converting our membership meetings into virtual events, and promises to provide a better way to keep the Early Ford V-8 spirit alive.



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 540-659-3023 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 **or best reasonable offer**. Jeannette Hall, 540-424-9823 (07/20)



1936 Ford Model 68 Touring Sedan: 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

Two storage spaces for rent: Space for one vehicle in modern secure building, \$175/mo. Outside storage space for RV on concrete pad, \$175/mo. Location is Fairfax City area. **Dave Henderson**, 703 938 8954. (09/20)



Two 1951 F-1 truck speedometer clusters: One NOS in original FOMOCO box. Bought from eBay, \$150. One used in very good visual condition but untested. Also bought from eBay. \$45. **Allan Edwards**, 703-408-8372 or AlFromva@aol.com. (09/20)

Early V-8 hot air heater asbestos shield kit. Hose, non-asbestos replacement kit with clamps and forming "spring." (06H 18465) \$25 plus shipping. Contact Alan Whelihan, Vintage Auto Warehouse, 240-367-7530. (09/20)



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)

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 pickup 1941-52 (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)

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 to 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 dcliff-tongreen@gmail.com. (03/19)

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

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

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

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

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

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

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

Eastern National Meet Goodies: Craftsman Tool Bag, \$5; Meet Gearshift Knob, \$5; Meet License Plate Topper, \$5; Compact LED Flashlight w/Clip & Magnet, \$5; Meet Pin, \$1, or free w/purchase of one or more other item(s). **Hank Dubois**, handcdubois@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, 1932 Ford Radiator. Need decent top and bottom tanks. Don't care what core is like. Call Nick at 703-966-8422 or nta1153@verizon.net. (09/20)



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)



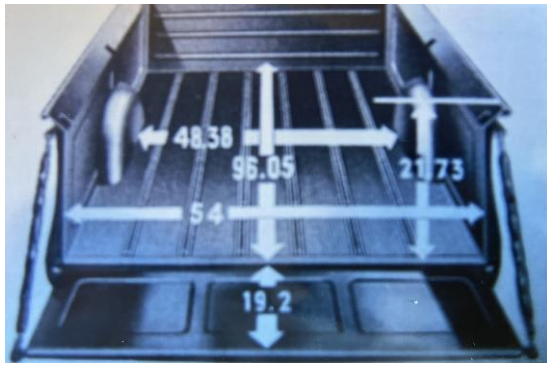
Model 81 Carburetors. Two Model 81 carbs suitable for rebuilding wanted. These were the carbs used on the 60 HP V-8s. **Nick Arrington**, 703-966-8422 or nta1153@verizon.net. (8/18)



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



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



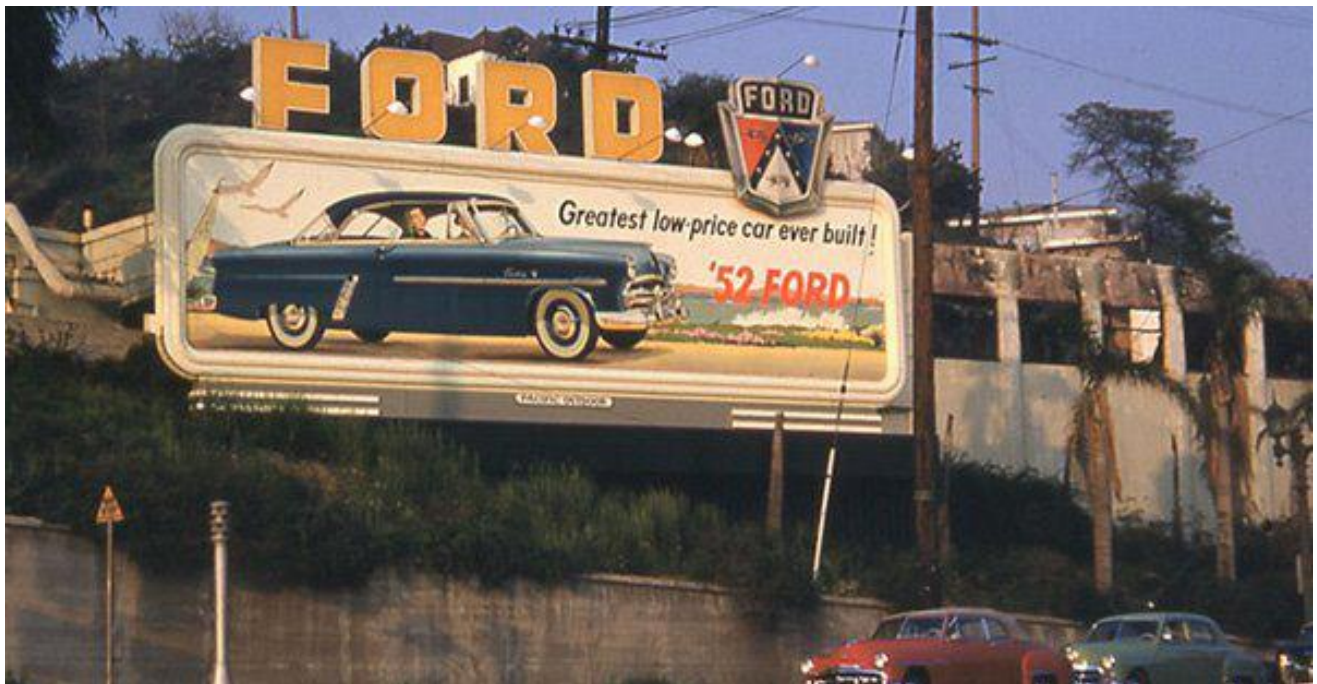
1935 Ford closed car: the radio speaker with cable and connector to the radio box. **Jim Eberly**, 301-689-9420 or Jeberly4@comcast.net. (07/14)

PARTS & ACCESSORIES FREE

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



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



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Mark Luposello & Irish Fernisky « 1938 Ford Standard Coupe



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