

Northern Virginia Regional Group

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

*Volume XLII, No. 11, November 2020*

*Value Clatter*

*Early Ford V-8 Club of America*



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

*Editors: Nick Arrington & Stephanie Beavers*

# COVID-19 Issue #8: October Membership Meeting: Hershey Retrospective

*By Dave Gunnarson*



Since its inception over 70 years ago, the 2020 AACA Fall Meet in Hershey, Pennsylvania, was canceled for the first time due to the pandemic. Many of our NVRG members treat “Hershey” as an annual pilgrimage, with some members having attended 30 years or more in a row! We also have a tradition of spending the monthly membership meeting after Hershey swapping stories and experiences.

To keep up this tradition, but COVID style, we decided to hold a virtual membership meeting to remember some of those grand Hershey experiences as a substitute for the canceled show. The October NVRG membership meeting was held using Zoom, and 25 NVRG members got to share stories and reminisce. Although it wasn’t the same, it was the next best thing to being there.

# Up Front with the President

## November 2020



### President's Message November 2020

It was very sad to hear of the passing of Norm Heathcote. Norm was a joyful and creative person and I always enjoyed conversing with him. Among his many accomplishments, he was National Capital RG's newsletter editor and a key to the success of the Eastern National Meets sponsored by the NCRG. Norm joined the NVRG in 2016 and was of immense help to us as we prepared to host the 2017 ENM. He will be greatly missed.

By the time you read this message, most of you will have received my letter with the complimentary 2021 NVRG calendar and the announcement of a free 2021 membership for all current members. Beyond the beautiful cars and cool airplanes, the calendar provides a record of our Fall Tour last year and demonstrates the camaraderie which our events nurture among members. Once past the COVID-19 threat, we will return to those days. In the meantime, enjoy the calendar and the free membership.

Calendars make an excellent new year's gift for anyone interested in cars and/or aircraft. If you want additional calendars, they are available at \$17 including postage. Contact Cliff Green.

I encourage all members to join the next membership meeting on Tuesday, November 10, at 7:30 p.m. We've established a simple and effective means to make our monthly meetings available to all members via Zoom. October's meeting saw 25 members participating. We even had Trevor Paulson from Australia join us as a guest!

The featured presentation for the November meeting is **The Golden Age of Rigid Airships** by Dave Gunnarson. Refer to the notice in this issue for details.

Some of the most memorable moments in rigid airship history happened during the Model A era and those Fords show up in many of the program's photographs. So, I've invited members of the local chapter of the Model A Ford Club to join us. A combined event like this cultivates camaraderie within the broader Ford old car community.

Thanksgiving is rapidly approaching – a time normally filled with celebration and joy with friends and family. Please be cautious and mindful of the risks in even relatively small family gatherings.

Stay safe,

*John*

**zoom**  
Membership Meeting  
Tuesday, November 10, 7:30 pm

2020 NVRG Officers and Terms	2020 Directors and Terms	Committee Members
President – <a href="#">John Ryan</a> (2019 & 20)	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> (2019 & 20)	Tours Chair – <a href="#">Hank Dubois</a>
Secretary – <a href="#">Nick Arrington</a> (2019 & 20)	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> (2019 & 20)	At-large – <a href="#">Jim LaBaugh</a>
	At-large – <a href="#">Jim McDaniel</a> (2020 & 21)	



**Meeting, continued**

I would be remiss if I did not mention that Cliff Green assembled a wonderful collection of pictures from his archive of past Hershey events, which I somehow managed to lose. With no time to recover them and because I was running the Zoom meeting live, we switched to an alternative set of images from Hershey 2019. My apologies to Cliff. However, two of his past Hershey pictures are included with this write-up. For those who joined the call, it still turned out to be a fun way to recall Hershey, as last year's memories were still fresh.

Hopefully, some of the following pictures will stimulate your memory and if you have never been to Hershey, perhaps you will consider making the journey next year. My fingers are crossed that COVID-19 will be under control by next October so we can make new memoirs. I missed reconnecting with distant Early Ford V-8 enthusiasts, sitting at the Early Ford V-8 Club membership table, finding a few great NOS truck parts, and enjoying the comradery of fellow NVRGers.



**Bill Selley and Cliff Green enjoying some Hershey mud in the days long before everything was paved.**



**Around 2004, (left to right) Mike Gall, David Blum, Ken Burns, John Ryan, Dave Westrate, Dave Gunnarson, Eric Sumner, Bill Selley, and Hank Amster look over a flat-head engine going to a new home.**



**NVRG members (right to left): Hank DuBois, John Ryan, and Jason Javaras and his son stop for a moment in the Chocolate Field (2019).**



**Wednesday dinner at the Penn Hotel in downtown Hershey brought together over 20 NVRG members and friends for good conversations and good food.**





The Northern Virginia Regional Group Flathead Grill was open for breakfast every morning for campers and friends.



Straight from Colorado and directly across from the Dennis Carpenter tent in the Chocolate Field.



Headlight heaven.



Just part of a very large display of flathead intake manifolds.



Hershey can be a good place to fill in gaps in your V-8 Times collection – these stacks were reduced to only \$5 apiece!





A 1935 Australian Ute (utility) was for sale. Asking price: \$55,000.



Plenty of original Ford signs were available. This two-sided Ford Tractors sign had a price tag of \$16,500!!!

**ANOTHER HERSHEY PERSPECTIVE**

**My Alternative 2020 Hershey Experience**

*by Dave Gunnarson*

I write this on the second Thursday of October, a day which, for the past 20 years, I would normally be walking the fields of Hershey searching for elusive 1935 Ford Truck parts and having conversations with distant friends whose paths cross only at this once-a-year event. This year is different and so is my "Hershey" experience. Fortunately, luck and fate came to the rescue and I was able to substitute a much different, but equally rewarding, truck-parts foraging experience.

Last month I saw an ad in the V-8 Times for a 1935 Ford Truck cowl originally used on a fire truck. I called and inquired about it to learn the story behind the cowl. I talked to Fred Landis, who explained that he collected 1935 and 1936 Ford big trucks for many decades and had the cowl for a long time but no longer wanted to keep in storage. He mentioned that he recently made the decision to part out a 1936 Ford fire truck with only 4,000 miles of service and emailed me pictures. Over several weeks, I negotiated to purchase, at a fair price, a set of six wheels and some other parts from this truck and started making plans to pick them up. The one downside to this was that Fred lives in a small town just east of Dallas, Texas – 1,300 miles from home!

I decided to treat this adventure as my 2020 Hershey. I prepared my van for the trip much like getting ready for Hershey camping: washing and window cleaning, tire pressure check, fluid top-off,



Asking price of \$15,000, this 1940 Ford Sedan Delivery would need lots of TLC.



This 1939 Ford Deluxe sports a 1955 DeSoto 291-cubic-inch Hemi with a 1950 Ford open drive 3-speed and a 1959 Ford 9-inch rear end with 3.56 gears. Asking price was \$20,000.



and adding few road-side emergency supplies. Out came the Hershey sleeping bag, a foam pad, a cooler full of snacks. Out of the van came the interior seats to create cargo space for parts hauling and down the driveway I went.



Sunday morning, 8 a.m.

The trip started at 8 a.m. on Sunday with a pleasant drive out I-66, left at Luray onto I-81. Down to Tennessee and diagonally across that state, passing over the Mississippi River. The first turn was a left at Little Rock onto I-30 and, after 14 hours of driving, I pulled into a rest area near Hot Springs for a six-hour nap. The drive into Texas to Fred's place on Monday morning took only five hours and I arrived at 10 a.m. central time.

I knew I was at the right place when I saw several Ford big truck frames sitting in the grass outside. Fred and his wife graciously welcomed me and Fred gave me a tour of his multiple garages, projects, and parts stashes, and we hit it off really well. To say I was overwhelmed at the collection of Ford truck parts and assorted EFV-8 Ford cars is a gross understatement. We both have a passion for '35 and '36 big truck and both know there aren't many other folks who have the same interest. Fred had "tonnage," which came from being in a dry climate and collecting for many years.



Ford big truck fenders hanging in one garage!

Fred has amassed an impressive collection of parts over many decades of buying and selling these trucks. He also has several early Ford V-8 cars including a '34 Tudor, a '33 Fordor and several more.

One of Fred's projects is a 131 1/2" wheelbase "pickup" truck. It's a former fire truck with 14,000 miles, Ford factory running boards and dual rear fenders. It was definitely my favorite!



Move over commercial pickup truck, here's your one and a half ton big brother!



The donor truck prior to parts removal.





**Fred standing next to the now-stripped truck.**

We loaded the wheels and other parts into my van, leaving room for me to sleep, and I departed after being there just over two hours. To provide some variety, I chose to return via I-20, which was only five miles south of Fred's house. The route took me through east Texas, Louisiana, Mississippi, and Alabama, before a left turn onto I-59 north at Birmingham.



**East of the Mississippi River at Vicksburg.**

A rest area north of Birmingham provided a place for a longer nap. Tuesday morning's drive took me through Knoxville and then back to the start of I-81. Left turn at Front Royal and I was home at 6 p.m.

A total of 2,612 miles and 40 hours of driving. One odd part was that, aside from getting out of my van to pump gas, a bathroom break, and picking up the parts, I never left the confines of the van. Not stopping at a hotel, or going to see some sights, or some other event, made the trip seem a bit unreal. Lowest gas price was \$1.589 in Arkansas just east of the Texas line, but I mostly paid \$1.67 to \$1.69 per gallon.



In addition to six wheels and tires, I also brought home a complete steering column with a very tight steering box, very rare set of Ford factory long running boards with rare dual wheel fenders, running board flares for the dual fenders, and amazingly rare long running board extensions (only for the 157" wheel base chassis). I also purchased a very nice '36 truck hood to replace the rusted one on the '36 panel truck in my garage. It was a very fruitful trip, but I'm so glad to be home. I doubt that I'll ever take to the road like this again, but when really good, rare parts are to be had, it will be hard to resist another adventure.



**Home on Tuesday, unloading treasures.**

This certainly wasn't the same as Hershey, but it was a good alternative for this year and kept the old truck juices flowing like Hershey always does. Hopefully things will return to normal next year and we will be at Hershey again, walking the color-coded fields and living life to the fullest!

## MORE EARLY-LATE FORD DIFFERENCES

### Let's Count a Few More Ways

By Ken Burns

Well, it's time to open the hood and continue counting the running changes Ford made between the production of my early and late 1941 Ford Woodies.

Ah, the hood's open. We've already noted that there's a difference in the inner fender panels, so I won't go over that again. What's easy to see right away is that the latch plate assembly for the hood was changed some time during the production run. The little cover plate over the end of the hood release cable on the early car just covers that hole. For some reason it was changed on the later car and the cover now extends over the end of the spring. Why? Who knows!



Early cover over only the cable end.



Late cover over the cable end and the spring.

The hoods on the 1941 Fords (1941 Ford advertising said, "It's a Big New Car") are heavier and longer than the hoods on the 1939/'40 Fords, yet Ford initially used the same hood hinge and spring/arm setup with slightly different mounting brackets on the early 1941s. You've seen 1940s at car shows with the hood open at about a 45° angle.



'40 Fords' gaping maw.

And then there are the pathetic early 1941s with their droopy hoods. To remedy this situation, Ford redesigned the hood mounting and spring/arm system. The spring and arm remained the same. There was now a new combined hinge/spring-and-arm assembly that also repositioned the spring and arm to provide better leverage.



The early hood has a separate spring arm assembly mounted on the firewall. Also, remember the spot where the star is.





The early '41 hinge is at the bottom and the late combined hinge and spring arm assembly is at the top.

It's easy to see the difference in the photos below.



Mr. Slouchy opens to about 23 1/2".



Mr. Correct Posture opens to about 27 1/2".

Do you remember the star on the firewall? Well, now there's a battery ground stud there on a late '41 firewall. The 6-cylinder engine introduced in March has both the intake and exhaust manifolds on

the right side. The battery was moved to the left side and so another battery ground stud was added. Oddly enough, given Ol' Henry's propensity to save every penny possible, the obsolete hood spring arm assembly mounting studs were still being attached to the firewall.



The new battery ground stud for 6-cylinder cars (circled) and the obsolete hood spring arm mounting studs (in the oblong).

There were several more changes made to the firewall that are not easily noticed when the car is assembled. The bottom of the firewall where it rises up over the bellhousing on the early cars hugs the bellhousing pretty tightly. The way the steering column and gearshift shaft pass into the engine compartment is also different.



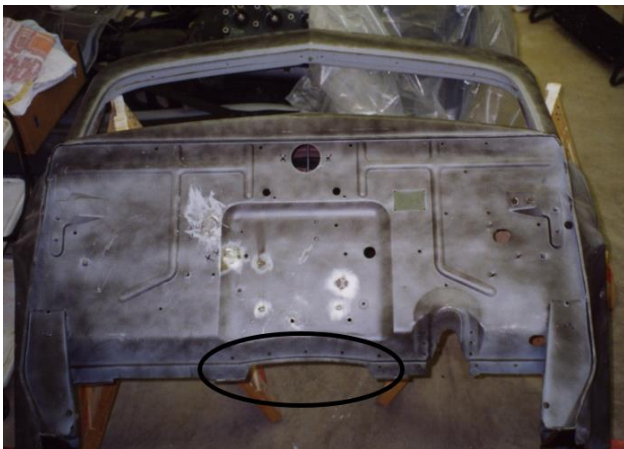
The bellhousing area from the outside and...





and this from the inside.

For some reason, the hump area over the bell-housing on the late car has a cutout section and a stiffener that screws in. Maybe it has something to do with the 6-cylinder engine or some weakness in the original design – I just don't know.



The cutout is clearly visible in this shot.



The stiffener bolted in place on the late car.

The steering shaft area treatment also changed for reasons I can't fathom.



This is the cutout in the early firewall for the steering column and gearshift shaft.

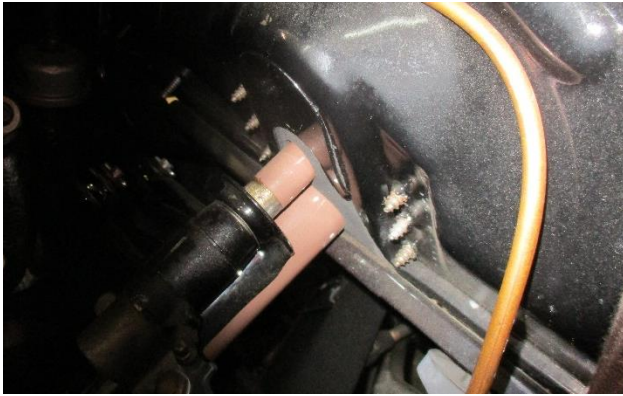


Note that the cutout in the late firewall is much smaller – still visible is the outline of the earlier, larger cutout in the firewall stamping.



The early car has four large sheet metal screws securing the plate to the firewall from the inside; a screw lower down attaches a small tab that bridges the gap in the opening.





In this view and the one above it's very easy to see the difference in the size of the cutout, the number of screws used, and their location. Bridging the gap at the bottom of the opening is a small piece of angle iron that extends on either side for about 4". I assume that this was added to further stiffen the bottom of the firewall.



The plate used in the late car attaches directly to the firewall. When the firewall insulator is installed those screws are hidden behind the insulator.



This is the early car with the dash insulator and finish plate installed. The insulator has a large notch in it for the concave plate.



The late car looks like this. There is no concave plate; it's a flat plate that's hidden behind the firewall insulator.

That pretty much covers the differences in the firewalls between my two cars, but there's still plenty more to explore. Next month we'll look at the different floorboards, the cowls, cowl vents, the different tie rods, pitman arms and spindles, and maybe more. I bet you can't wait!

**PROGRESS UPDATE**

**TRUE LOVE: A PROGRESS REPORT**

*By Dave Westrate*

We have made major progress on the '39 Deluxe Woodie project, and I must start by reflecting on what true love means.



Woodie Hood.

I recently got a phone call that the big metal pieces of the body were finished at the paint shop in their new Jefferson Blue original color. As I finished the call, I noticed Barbara was in the living room moving furniture around. She said she wanted me to put one of the big pieces out there to protect it. To me, that was an act of true and abiding love. You can see the hood in its temporary parking spot on the floor in the living room in the above picture. This is the same lady who has parked her car in the driveway for the past 25 years because the garage is full of two woodie wagons.

We bought this car in December 1995 in Mystic, CT, based on an ad in Woodie Times. Here is a picture of our son-in-law and fellow club member, Eric Sumner, tying it down in a trailer behind a U-Haul as we brought it to its new home in march of 1996.



Eric Sumner tying down the Woodie.

The previous owner was a machinist at the Electric Boat Company in Mystic where they build submarines. He made a one-of-a-kind set of cutting heads that I used on both of my woodies to cut the finger joints and other profiles in the wood pieces on a milling machine. As you can see in the picture, I mounted them in a display case for car shows.



Cutting heads displayed.

The paint job is a major turning point because until it was done, we could not assemble the wood body parts and begin assembly of the car. I like to say that I have reached the point in the restoration where I wash my hands before I go out to the garage instead of when I come in.

So, where are we and what is left? The frame has been media blasted and powder coated, the rear end has been rebuilt, brakes and steering are new, as well as new floor pans and restored upper deck. The dash has been professionally wood grained again and I have built an entire new wood body with seven coats of varnish. We got new tires and tubes at Hershey last year and installed a new gas tank. The three seats have been rebuilt and upholstered in leather, which is correct for the Deluxe model.

The COVID-19 pandemic hit hard in early 2020 and caused me to look close to home for support to keep making progress on the project. Fairfax Auto Parts Machine Shop in Vienna, VA, stripped and hot tanked the V-8 we had with the car. The block was cracked and not usable. We were fortunate to find a replacement in southern VA. I decided to use Wayne's Auto Parts and Chroming in Fredericksburg, VA, and dropped the pieces to be re-chromed in February just as COVID hit. The plant shut down, and I just got them back in September. You can see them in the photo.



Re-chromed parts.



Nick Arrington recommended L&S Radiator in Richmond, VA, and they made one good one out of the two I had. The owner has a number of V-8s. I also took 35 pieces to SandBlast America in Manassas, VA, for media blasting and powder coating, and I have used them a lot. See photos of the pieces.



Media blasted and powder coated parts.

Finally, the paint shop. I have been looking for a paint shop, but working on antique cars is not popular with most shops. Several said that it would be six months to a year before they could get to it, if then. Again I looked locally to Leehigh Autobody and Service Center in Dulles, VA. They do a lot of mechanical and body work on old cars. They did a great job for us in a few weeks in two phases. Big parts first and then a week later all small parts.



On the way to the paint shop.

The paint team at Leehigh said I could use their picture in this story along with the pictures of the parts before and after the paint work. So that is how the hood got into the living room!



Leehigh Autobody and Service Center paint team.



Cowl.

**CHECKING YOUR COOLANT***By John Girman*

Now that the weather is getting colder, we need to do one of two things with our early Ford V-8s to prevent damage from freezing coolant: drain the coolant from the engine or make sure we have sufficient freeze protection in the coolant. Most of us are familiar with how to check the coolant for freezing protection. You just need to use a hydrometer, either the inexpensive type with the little floating balls or the more sophisticated type with graduated markings on a float. About the only caution to be observed is to make sure you are using the correct hydrometer, i.e., one for ethylene glycol coolant or for propylene glycol coolant, depending on the type of coolant you have in your early Ford V-8. You also need test the coolant under the conditions correct for the type of hydrometer you are using, either hot or cold.

There is, however, another test for coolant that is equally important: checking to make sure your coolant still has sufficient corrosion protection. While this is important for all early Ford V-8s, this is especially important if your engine has an aluminum head. The corrosion protection that is in all new coolants can be depleted with time and electrolysis can result. Basically, electrolysis can occur whenever two dissimilar metals are in contact with each other and with an acidic solution. This forms a simple electrical cell and the resulting electricity can cause corrosion. Thus, if the coolant is allowed to become acidic, the internal parts of the engine (and even the radiator) will corrode.

Fortunately, there is a simple test you can do to check for corrosion protection. You could use pH strips to check the acidity of your coolant but most of us don't have a handy supply of these. Instead, you can use a tool that most of us have at hand, our volt-ohm meter (VOM). All you have to do is set your VOM to a DC voltage range that can measure in tenths of a volt. Remove the radiator cap and place the metal probe of the negative VOM lead into the coolant, being careful that it does not touch any other part of the radiator. Place the positive lead of the VOM against a bare metal part of the radiator (or a good ground on the engine). If you get a reading of 0.2 volts or less, your coolant is in good shape.

**Front fenders.****Rear fenders.**

What is left to do? Cliff Green rebuilt my distributor and I have a rebuilt carburetor, starter, and generator to add to the engine. We have to rebuild the transmission and then it is just getting new top material, glass, floor mats, weatherstripping, bumpers, and the exhaust system.

SOME ASSEMBLY REQUIRED!!



If you get a reading of 0.5 volts, your coolant is borderline and you should consider replacing it. If you get a reading of 0.7 volts, replace your coolant immediately.

That's all there is to it. Now is the time to check your coolant. (And, by the way, this also works for modern cars and corrosion protection is even more important for them because of all the dissimilar metals in a modern engine.

### NEW MEMBER WELCOME

By Gay Harrington

#### NVRG WELCOMES A NEW MEMBER

October brought a new member, Bruce Rooney, of Catharpin, VA, to our club. NVRG member Wayne Chadderton met Bruce at a local car show. They share an affinity for 1953 Ford Crestliners. Wayne owns a 1953 Ford Crestline Sunliner and Bruce owns a 1953 Crestline Victoria. Bruce decided to join us and graciously provided a little background about his Early Ford V-8 and a photo of this beauty.

"I am looking forward to meeting everyone in the club. Hopefully that day will come sooner than later with all that is going on. I can't wait to participate in next year's events with my 1953 Crestline Victoria. I feel very privileged to be the custodian of this car; it brings back memories of a simpler time for all to see. My car is for the most part an original with the matching 239/ Fordomatic drive train. It was a frame off restoration in 1989 and has held up extremely well due to it being pampered all of its life."

Bruce Rooney  
202-734-9082



Bruce Rooney's 1953 Ford Crestline Victoria

WELCOME, Bruce. We're looking forward to meeting you in person and enjoying many events together.

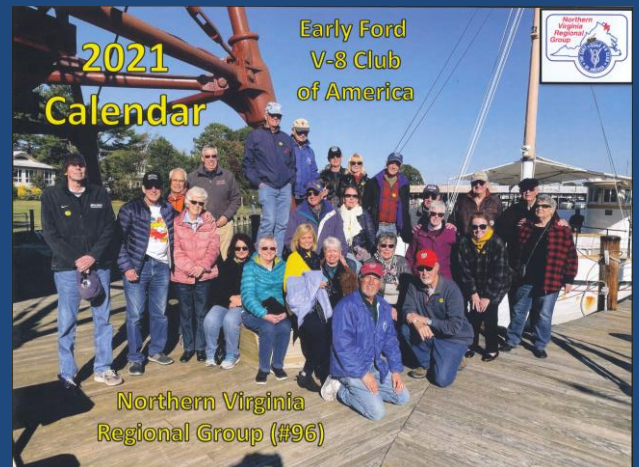
#### NVRG WELCOMES BOB TYLER BACK

It's always a great feeling to have members continue on with the NVRG. So, when Bob Tyler contacted us recently to say he'd replaced his old Chevy pickup truck with a 1937 Ford Phaeton and he wanted to renew his membership with the NVRG, we were glad to have him back! Bob lives in Great Falls, VA, and is looking forward to enjoying NVRG events with his Phaeton.

Bob shared this sentiment about his '37 Phaeton: "I can assure you that my '37 Convertible is a blast to drive!" Something good for all of us to remember as we patiently await resuming our tours and events when it's safe to do so."

WELCOME BACK, Bob!

### THE NVRG 2021 CALENDAR IS HERE!



Extra copies of the calendar are available at \$15 each plus \$2 postage for one, \$2.80 for two.

Make your check payable to NVRG and mail it to:  
Cliff Green  
6214 Militia Ct.  
Fairfax Station, VA 22039

## Looks Practically Brand New

By Ken Burns

I read with great interest the Sep/Oct V-8 Times Letter to the Editor from Richard "Dale" Thorpe about the V-8 Club belt buckles. When I was a member of the San Diego Regional Group in the 1970s we had a club member (Elmer Johnson, if I remember correctly) who was a Navy machinist aboard a submarine tender in San Diego. Through him I acquired the personalized belt buckle pictured here. It's heavy solid brass and about 3 ¾" wide.

I'm not sure whether this was an organized San Diego RG club activity or Elmer made the buckle or had it made, maybe in the Philippines when the sub tender deployed to the Western Pacific. The buckle has aged well throughout the years but the 1 7/8" wide, heavy leather belt itself seems to have shrunk!



### NOVEMBER MEMBERSHIP MEETING

**Program: The Golden Age of the Rigid Airship. Presenter: Dave Gunnarson.**



To join the Zoom meeting, at the meeting time, click on the following link (or copy it into an internet browser): <https://us02web.zoom.us/j/85920847775?pwd=MWFib2JXVEkvaGw4WFNOMIRRQ0EyQT09>. It may take a minute or two to connect and you may have to answer a question or two, but it should be relatively straightforward. You do not need to have a Zoom app on your desktop. If you have questions, please contact Dave Gunnarson well in advance of the meeting at [gunnarson@verizon.net](mailto:gunnarson@verizon.net) or 571-776-6383. Some participants have had slight difficulties with iPads functioning properly in prior Zoom calls.





**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

**1942 U.S. Army WWII Ford Jeep:** Ground-up restoration; thoroughly gone over by MDR (Classic Cars and Machines) in Leesburg, VA; 16,130 miles; garaged; VIN: 22912703; trailered to events and re-enactments; titled in VA; owned by friend of NVRG member; \$13,000; email Eric at [ericvons1@verizon.net](mailto:ericvons1@verizon.net). (11/20)



**1923 Ford Model-T Huckster:** Parting out collection; museum-quality condition; asking \$17,000, email **Jim Chesley** at [jchesley@aol.com](mailto:jchesley@aol.com). (11/20)



**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 VA; \$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](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:** Offering a 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 and safety upgrades including turn signals and fuse mount. Asking \$26,900 OBO. Please call **George** at 703-969-1715 with 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 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](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)





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

## **PARTS & ACCESSORIES FOR SALE**

**KRW tools:** I have several original, operable KRW tools – literally hundreds. I have put aside the tools I want and would like to sell the rest. Tools include front suspension, engine (lots of valve tools), rear axle, steering, brake (including cable adjusting tools), spring shackle stud tools, etc. Have several original KRW distributor testers, an original KRW valve machine, and an original KRW key machine. Also have hundreds of tools for '49-'53 Ford cars including tools by KRW, Manzel, and FoMoCo. I probably have what you need. Also have several large truck tools from the '30s on, including several BB thru the '50s. And finally, Ford tools later than '53. I want to give NVRG first crack at them, then the National. This is not a business for me, just a hobby where I want to recoup some of my rather large investment. Too much to list individually. **Mel Herwald**, [mherwald@mgwnet.com](mailto:mherwald@mgwnet.com), 540-925-2222 or text 540-309-7721. (11/20)



**MoToRs Auto Repair Manual:** 739 pages covering domestic cars 1935-'50, with chapters devoted to all mechanicals. Very good condition, \$25. **Dave Henderson**, 703-938-8954. (11/20)



**1951 Ford F-1 Panel Truck Parts:** Two Speedometer Clusters (1) One NOS in original antique FoMoCo box, pristine and beautiful (I paid lots more in an eBay bidding war but I got it), \$150. (2) One used - clean (former eBay buy before I found the NOS one), \$45. // Set of panel truck running board braces for both sides, solid (probably rare), \$75. // Boxed set of F-1 hubcaps, used, have a few

scratches and dings but serviceable, \$30. // Ford truck heater, bought from eBay, untested but looks good, I'll test motor if interested, \$50. // Ford truck radio, bought from restoration shop, fully rebuilt, tested with 6-V car battery ("lights up" but no antenna to test with a station), \$250 // All items available for pickup in Front Royal, VA, or can meet somewhere in Northern VA. Questions? Contact **Al Edwards**, call or text at 703-408-8372 or email at [AlFromVA@aol.com](mailto:AlFromVA@aol.com). (10/20)



**FOR RENT, Outside storage space** for RV, car trailer, or boat-on-trailer @ \$150/mo. Location is Fairfax City area on a secluded property with an occupied residence on the premises. **Dave Henderson**, 703-938-8954. (10/20)



**Used Shock Absorbers:** I have used shock absorbers for sale; a mixture of '39 and '46 shocks, and 7 dog bones. All are clean and painted on the outside and function to some extent. What do you need? \$50 each. Contact Clem Clement at [clem.clement@cox.net](mailto:clem.clement@cox.net) or 703-830-5597. (10/20)



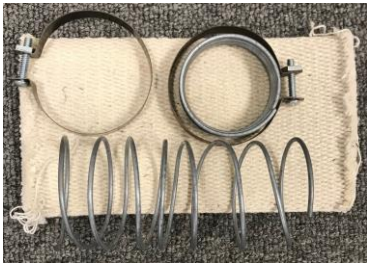
**Two 1951 F-1 truck speedometer clusters:** One NOS in original FOMOCO box. Bought from eBay, \$150. One used in very good visual condition but untested. Also bought from eBay, \$45. **Allan Edwards**, 703-408-8372 or [AlFromva@aol.com](mailto:AlFromva@aol.com). (09/20)



**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](mailto: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](mailto:benshar100@gmail.com) (08/20)



**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. **Benny Leonard** at [benshar100@gmail.com](mailto:benshar100@gmail.com) or 703-863-5817. (07/20)



**SOLD**

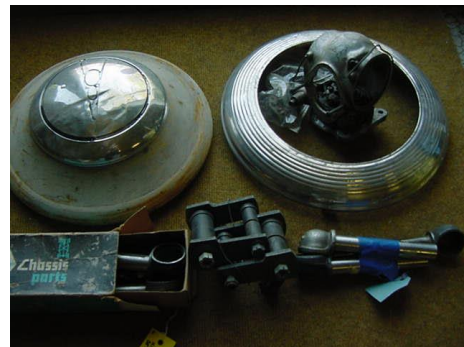


**Spring Cleaning Sale (guaranteed "virus free"):**

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](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)

**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)







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)



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



**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**, [handcdubois@verizon.net](mailto: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](mailto:john@ryanweb.com). (07/16)



## **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: Set of 1937 to 1948 Ford front hubs**: Bearings and studs not required. Contact **Ed Mascali** at 703-893-6429. (10/20)



**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](mailto: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](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)



**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 [gcuster@rockingham.k12va.us](mailto:gcuster@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 Kirken-dall**, 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)



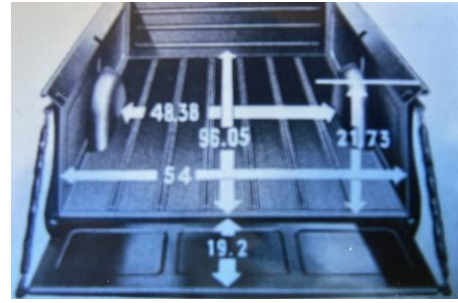
**Model 81 Carburetors.** Two Model 81 carbs suitable for rebuilding wanted. These were the carbs used on the 60 HP V-8s. **Nick Arrington**, 703-966-8422 or [nta1153@verizon.net](mailto:nta1153@verizon.net). (8/18)



**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 Occoquon 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! One 50' and one 10' air hose.** **Cliff Green**, [dcliftongreen@gmail.com](mailto:dcliftongreen@gmail.com). (11/20)



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



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





# NVRG 2020 Calendar



November	
10	<b>Virtual Membership Meeting</b> – 7:30 pm – Via Zoom. Program: The Golden Age of the Rigid Airship. Presenter: Dave Gunnarson.
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
24	<b>NVRG Board of Directors Meeting</b> – 7:30 pm – Via Zoom. All are welcome to attend.
December	
8	<b>Virtual Membership Meeting</b> – 7:30 pm – Via Zoom. Program: Christmas Gala. Presenter: Membership.
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
29	<b>NVRG Board of Directors Meeting</b> – No meeting in December.
January	
12	<b>Virtual Membership Meeting</b> – 7:30 pm – Via Zoom. Program: TBA.
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
26	<b>NVRG Board of Directors Meeting</b> – 7:30 pm – Via Zoom. All are welcome to attend.

### Access to Zoom Meetings

All virtual NVRG meetings will occur via Zoom. Each meeting will have a unique Zoom link to be able to join. Dave Gunnarson will send out 2 or 3 meeting reminders each month via the NVRG listserv. Each reminder will contain the link for the referenced meeting.

### Down the Road



More fun club events

### 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@rustinsuranc.com">bsimons@rustinsuranc.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>

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*NVRG Car of the Month*  
*Red Vaughn « 1940 Continental Cabriolet*



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