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# Valve Clatter

*Early Ford V-8 Club of America*



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

Volume XLIII, No. 2, February 2021

Editors: Nick Arrington & Stephanie Beavers

## COVID-19 Issue #11

# History of Twin Cities Ford Assembly Plant

*Presented by Bruce Nelson via Zoom, reported by Cliff Green*



**Original Ford plant in Minneapolis 1914–25**

For the January Zoom meeting presentation, we were pleased to have as a guest Bruce Nelson, the president of the EFV-8 national club. He gave an informational PowerPoint program about the history of the Twin Cities Ford Assembly Plant in Highland Park, St. Paul, MN, from its beginning in 1924 to its end in 2011. During its operation, the plant produced nearly nine million cars and trucks and was one of Ford's longest operating assembly plants.

# *Up Front with the President*

## *February 2021*



### President's Message February 2021

Several NVRG members report that they were vaccinated for COVID-19 in mid-January. This is a definite note of progress toward our eventual emergence from the pandemic. The availability of the vaccine is still quite limited and varies considerably depending on where you live. Nevertheless, I hope all our members are in the vaccination queue and will soon be protected.

As I mentioned last month, Ken Burns has been hard at work over the last few months to completely revise the NVRG website. He's selected a new hosting service, learned the intricacies of new website software, constructed an entirely new structure, and developed new content. All this with a deadline looming of when our old site on the old hosting service disappears forever. The new website is now up and running as a work in progress. Ken will be working over the next few months to fill in the gaps and make improvements. Ken deserves a huge vote of thanks from all members for his efforts. I encourage everyone to visit the website ([www.nvrg.org](http://www.nvrg.org)) and, if you have a suggestion or compliment, please let Ken know.

Thanks also to Hank DuBois for arranging the January 16 garage tour to James Kolody's garage in Springfield. James is an expert metal craftsman and fabricator whose expertise was amply demonstrated as he described his projects in detail, especially the reconstruction of his model A. Read all about it in the article in this issue.

I encourage all members to join the next membership meeting on Tuesday, February 9, at 7:30 PM. The speaker will be Norman Polmar and the title of his presentation is "Nuclear Submarines – Cold War Surprises." Norman is a highly regarded author and advisor on military history and is sure to entertain and inform us. Zoom login information will be sent out by Dave Gunnarson in advance of the meeting. I look forward to seeing you there.

Best early 2021 V-8 wishes,

*John*

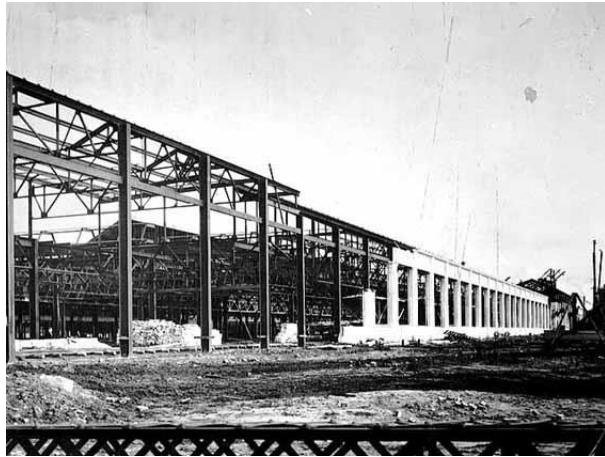
**zoom**  
Membership Meeting  
Tuesday, February 9, 7:30 PM

2021 NVRG Officers and Terms	2021 Directors and Terms	Committee Members
President – <a href="#">John Ryan</a> (2021 & 22)	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> (2021 & 22)	Tours Chair – <a href="#">Hank Dubois</a>
Secretary – <a href="#">Nick Arrington</a> (2021 & 22)	Webmaster – <a href="#">Ken Burns</a> (2020 & 21)	Property – <a href="#">David Skiles</a>
Treasurer – <a href="#">Bill Simons</a> (2020 & 21)	Sunshine – <a href="#">Keith Randall</a> (2021 & 22)	At-large – <a href="#">Jim LaBaugh</a>
	At-large – <a href="#">Jim McDaniel</a> (2020 & 21)	



**Meeting, cont'd.**

Ford chose the site of the plant because of the source of power available from the Mississippi River. Albert Kahn, the renowned architect who designed other Ford structures, designed the 8.5M square foot plant on a bluff next to the river. His design incorporated large windows facing the river and spectators could observe the assembly line in operation from outside. Another Kahn feature were the skylights that ran the length of the plant. Construction of the \$10 million plant was started in 1924. Indiana limestone was used on the façade. Wooded floors were used throughout. Two rail lines serviced the building.



Indiana limestone facade being erected.



Showroom with pedestrian sidewalk along assembly line.

The hydroelectric plant, which was built first, provided so much electricity that Ford was able to sell excess back to the grid.

The plant went into operation in May 1925, producing Model T's. There was an increase in rail rates, so Ford had an elevator installed to provide access to a tunnel that led to the river so that finished cars could be loaded onto a barge!

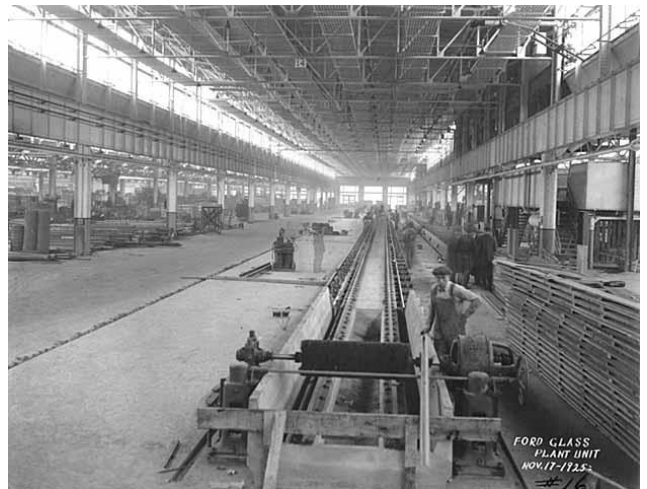


First Model T produced at the Twin Cities Plant.



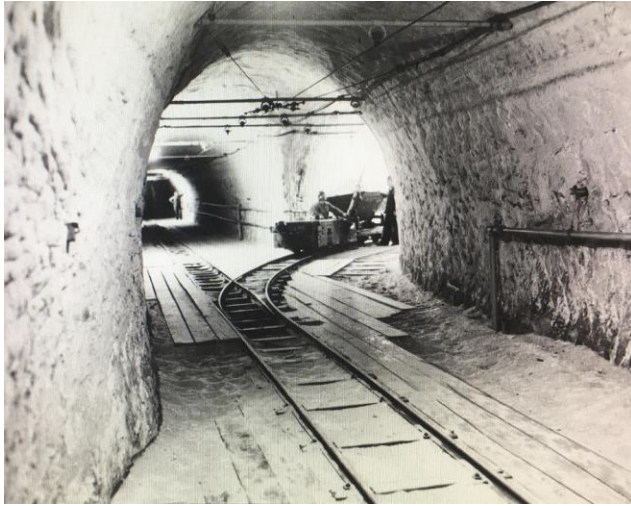
Transporting via barge to avoid higher rail cost.

Beneath the plant was a repository of silica sand that Ford mined to use in the glass plant he had built in 1925. There were over three miles of tunnels 100 feet beneath the factory. The tunnels still exist today!



Glass plant under construction, 1925.





Tunnels 100' beneath the glass plant to mine silica sand.

In 1927, a bridge that connected the two cities was built just north of the plant. Officially known as the Intercity Bridge, the bridge is more commonly known as the Ford Bridge.

The northwest corner of the building housed a beautiful showroom where the latest models were displayed. Alberts Kahn's classic design featured carved stone details, ornate light fixtures, and expensive windows.



Showroom corner. Note the carvings and Art Deco lamps.

The plant was closed in 1933 and 1934 during the Great Depression. And the first million car to leave the assembly line occurred in 1937!



Assembly line, 1935.

During WWII, the Twin Cities plant manufactured T-17 and M8 medium armored cars, plus pistons and oil pumps for Pratt & Whitney R-2800 aircraft engines.



Armored car production during WWII.



Body drop, 1955.

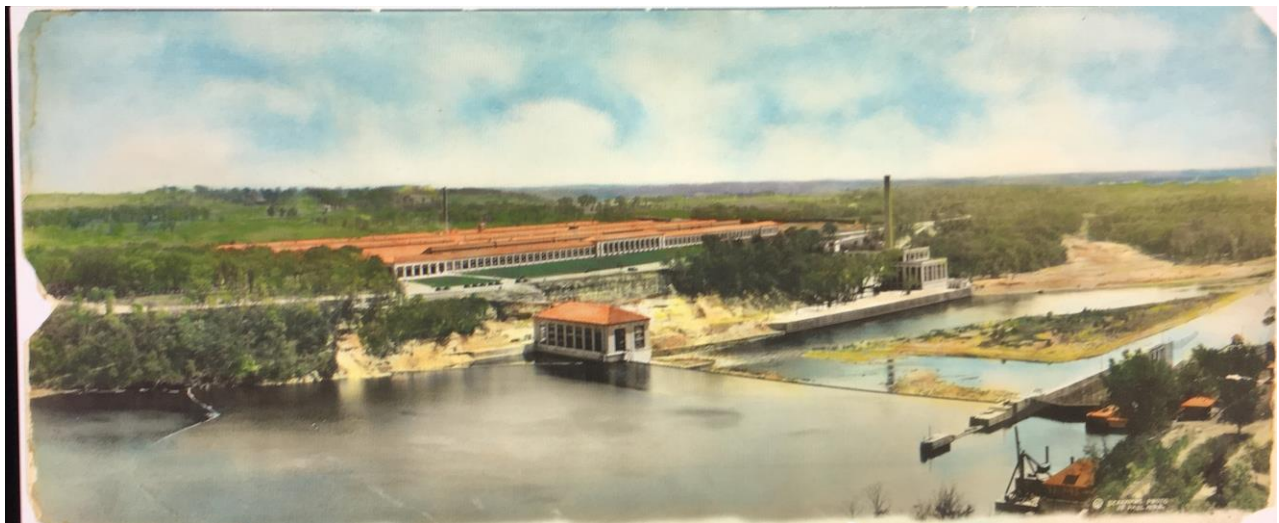
Of interest is that the plant assembled the Sportsman Convertible, among other passenger cars. The plant switched over to assembling F-150 pickup trucks in 1978. In 1983, Twin Cities began assembling Ranger pickups, of which six million were produced.

Because of the dwindling sales of the Ranger, combined with the plant's biggest drawback – inability to produce its own large sheet metal parts – the plan was to close the plant in 2006. However, the closure date was extended to 2011, when the plant was closed for good. At the time of closure, it was Ford's oldest plant.

Bruce Nelson and three others formed a group call "Ford Legacy of Minnesota" to help preserve the history of the plant. They met with the Ford people to help save the artifacts, though without much success. Bruce and his friends persisted, however, and now the original striking limestone façade along with the art deco exterior building lights were saved and are presently in storage. The Ford archives in Dearborn hauled away all the records and office files.

Demolition of the 2.1 million square foot facility began in 2013. Only the steam plant was saved, as it is on the National Registry. After a massive environmental cleanup operation, the 122 acre site was sold to a developer for \$64 million, with the exception of the underground mineral rights, which Ford retained. Plans have been approved to build a multiuse housing and retail site known as the "Highland Bridge" development. Sadly, Ford history is not recognized as part of the venture! A search for Highland Park, St. Paul on Google Earth shows the site and the hydroelectric power plant and the steam plant.

*Many thanks to Bruce Nelson for his interesting Ford historical presentation.*



**1925 post card with hydroelectric plant in foreground and to right the locks on the river. Farther down the bank is the dock and steam plant to provide heat to the 1.6 million square foot factory. Note the red tile roof and large windows.**



## A BIG JOB CALLS FOR A BIG SOLUTION

### Coping With COVID

By Dave Westrate

I know that all of you who are sheltering in place, like we are, have found ways to keep occupied. In my case, the answer has been to work on the restoration project for the 1939 Ford Woody Wagon. All was going well until I hit a roadblock.

After I built the new wood body a few years ago, I disassembled it, varnished it, and stored most of it while we worked on sheet metal and other items. The roof is big and heavy and, at the time, I got the bright idea to flip it over and suspend it over the car and use it as a shelf for parts and projects, as my workspace is limited. It was not screwed together because I had to be able to tweak it during final assembly. With several people helping me, we used ratchet straps to hold it together, then flipped it over and hung it from the ceiling with chains. (See photo #1.)



Now with COVID and other health concerns, I have to stay isolated from other people. So, how can I flip this 5' x 10' heavy top so I can install it and begin to assemble the body by myself? As a shelf, I had suspended the front and rear with chains from the ceiling joists and I had also used 2"x 8" pieces as braces to transfer the weight of the shelf to the floor of the car. (See photo #2.)



Okay, so first I tied the side beams to the chains with small pieces of rope so they could not flip or fall when I took apart the rear header and the cross ribs. Next, I numbered the six ribs. Three are thicker and three are thinner and each tenon on the end of the ribs is hand cut so they had to go back in the same mortises. Each tenon is different because there are compound curves in the side beams as the roof is peaked front to back and the sides curve like parentheses front to back. (See photo #3.)

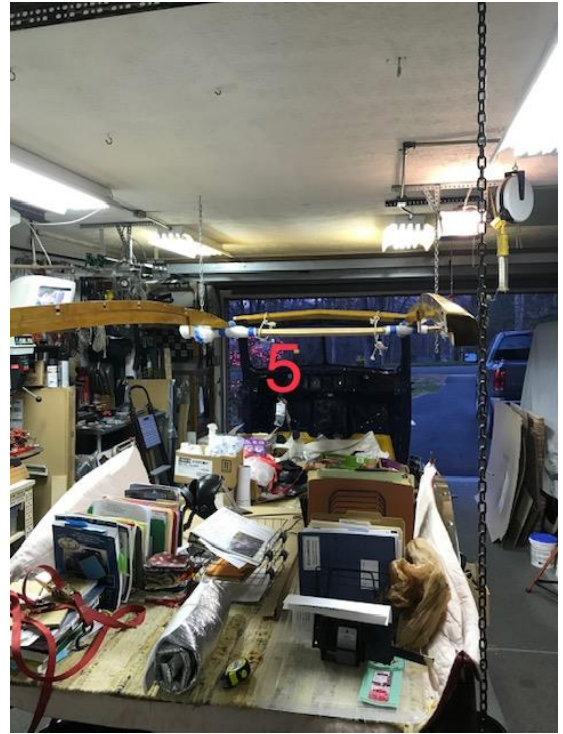


(See photo #3)

Next I put a big box under the rear header to support it because it is heavy, weighing over 50 pounds. Then I put a support on each side under the ribs to catch them when they started to fall out of the side beams as I took it apart. It worked and no damage was done to anything. I must note that Barbara helped at various stages in this process. (See photo #4.)



Now to flip it right side up and assemble it at the right height for the roof. First, I supported the side beams on both ends with chain from the ceiling. (See photo #5.)



Then, using a tripod, I securely supported the rear header and put the tenons of the rear header into the mortises of the beams. (See photo #6.)





I then ratchet-strapped the rear header to the beams and reinstalled the temporary supports for the ribs. Then, working from the rear to the front, I installed the ribs one at a time using a ratchet strap at the front to pull the beams together as I worked my way forward until all six ribs were in. (See photo #7.)



Finally, I mounted the two rear quarter panel sections to the car and lowered the roof assembly one chain-link at a time using an “S” hook onto the quarter panels so the spline on the top of the quarter panels fit into the slot in the bottom of the side beams of the roof. Problem solved!!

COVID has caused a lot of problems, and it illustrates how a 15-minute job for six people took three days during this pandemic.

## GARAGE TOUR COVID STYLE

### The First NVRG Virtual Garage Tour

*By Hank Dubois*

Wintertime activities for NVRG members usually include on-site garage tours of members’ garages or other shops/garages with cars and/or projects of interest to Ford V-8 buffs. What do you do, though, when all “normal” in-person Club activities are suspended due to the ongoing COVID pandemic? Well, since virtual Zoom monthly membership meetings, Board of Directors meetings, and even our holiday party have been rewardingly successful, why not try doing a virtual Zoom garage tour! And, in order to

maintain some semblance of normalcy, how about scheduling it like you would an in-person, on-site tour, i.e., Saturday morning at 10:00 AM.

Late last November, Dave Gunnarson and I visited member James Kolody at his garage/shop in Springfield, VA, with the idea that he might be a good candidate for our first virtual garage tour. James recently rejoined NVRG and is a member of the Model A Club. He is a skilled craftsman, has a well-equipped shop, and, since he’s also an intermediate school teacher, has a lot of experience with virtual technology thanks to COVID-related school closures. James also has an interesting project underway and said he would be willing to host a virtual tour for us like he had recently done for the Model A Club. With the holidays soon coming up, we agreed that January would be a good time to do it.

The tour was scheduled for Saturday, January 16, and NVRG members were notified and advised to connect to the designated Zoom link a little early so they could start the tour on time at 10:00 AM. They were also encouraged to have a hot cup of coffee and a doughnut or other goody on hand while they enjoyed the tour. The tour started on time (almost) with approximately 20 members participating at one point or another over the following two hours. Dave was event moderator and instrumental in helping members resolve technical Zoom issues, thus ensuring that everyone was able to fully participate.

You could tell that James was comfortable with the virtual Zoom format as he skillfully narrated the event from start to finish. He started by giving us a brief overview of his 20’ x 40’ shop/garage, including how it was built at a very reasonable cost with the help of some good friends and a minimum of contracted work. James was an accomplished woodworker before being turned on to old Fords through his involvement in the Model A Club and those skills were put to use in constructing and outfitting his shop. He also shared with us that he had built much of the furniture in their home using his sizeable collection of woodworking tools and equipment.





The central part of the tour dealt with the unique traditional hot rod project that James has had underway for the past three years. It started out as a pretty-straight-and-complete-but-rusty '31 Slant Windshield 4-door sedan that he purchased and had to store outside for a couple of years before his shop was completed. The car is undergoing extensive modification, the most noticeable being the shortening of the body by removing the back doors so that it now looks a lot like an extended-cab Model A Pickup! The rear of the body has been widened a couple of inches and is mildly channeled over a modified and reinforced Model A frame. James has constructed a short box with a custom tailgate and tail-light housings made from two garden tractor grilles which are incorporated into the rounded rear corners of the box. The running boards/splash aprons have been sectioned to fit the channeled body and the front fenders have been narrowed. James is also fabricating a radiator shell that is quite similar to the original but with a more rounded and custom look. The rear of the frame has been stepped and sits on a 9" Ford rear end with coil over springs while the front has a traditional early Ford front end with dropped axle and disc brakes. While James said that he would have liked to power the car with a flat-head, for budget reasons he opted for a 350 Chevrolet engine with a 350 Turbo transmission. However, he does have a bare NOS late French flathead block in a crate under a workbench that he purchased a number of years ago, when they were still available, and which may find its way into a future project.



James has done virtually all of the work on this project so far, i.e., design, fabrication, and mechanical, and is planning to do the rest, including finish work (paint and upholstery) as well. He is planning to construct a small temporary paint booth for painting. After seeing the magnitude and quality of James' work, it's hard to believe that before he joined the Model A Club, he was only into wood working and not metal working. He is essentially self-taught and related to us that welding has been his biggest challenge but says he's getting much better with practice and thanks NVRG member Warren Barbee for getting him started on the right foot through a welding class taken with him.

During the tour of his shop, James pointed out some of the metal fabrication equipment that he has acquired or built since he started working with metal. In addition to a MIG welder (TIG in the



future?), there was a shrinker/stretcher, English wheel, box brake, plain brake, metal bandsaw, a recently acquired rotisserie, and a free-standing planishing hammer that he had just finished building.



The tour then moved outside to James' Model A Coupe equipped with a trunk-mounted wood box with hinged cover and rear doors that James made to increase cargo capacity and make the Coupe more "tour friendly." The modification is somewhat reminiscent of the add-on pickup box offered by Ford in 1937 for Coupes.



James has also added a column-mounted accessory dash panel with directional lights and several gauges to more effectively monitor engine performance. Next, we were taken into a shed behind the shop containing a high-capacity air compressor and sand blast cabinet placed there to isolate noise and dirt from the shop.

Finally, the tour returned to the shop where James answered questions posed by NVRG members. James shared with us that he was very thankful to the Model A Club's older, hands-on, members for getting him interested in working on vintage Fords and showing him the tricks of the trade. He enjoys assisting members with their projects and indicated that, if asked, he would be willing to do the same with NVRG members. He said that he likes to learn how to do something correctly first rather than just jumping in and said that his can-do spirit can probably be traced back to his formative years growing up in rural West Virginia. NVRGers gave James a big round of applause and thanked him for making this two-hour, first-ever, virtual garage/shop tour a success. I think we were all humbled by his skills, as reflected in the ingenuity and quality of his work – and in his can-do spirit. Many thanks to James. We look forward to his continued participation in the NVRG!



## GREAT DAY FOR A RUN

### A Flash Run in the Sun

By Hank Dubois

Sometimes you just have to strike while the iron is hot, whether or not you're a blacksmith! At least that's what my Dad used to say, and he was usually right! Bill Simons called me during the week between Christmas and New Years and said that the weather, which had been cold and wet for days, was going to improve for one day only (Saturday, January 2) before resuming its dreary ways. On that day, the sun ("iron") was supposed to shine and bring the temperatures up into the 50s ("hot"). Bill went on to suggest that we "strike" and take our V-8s out for a "run in the sun" that day. And while we were at it, why not invite a couple of other Club members who might also be interested. Naturally, I agreed. Bill then called Keith Randall while I called my NVRG neighbors (Frankie Martin and Mike Petty), and all agreed with the plan, eager to get their cars out and on the road. Bill left it up to me to select a route through the Virginia countryside which would give us a couple of hours of driving time.

After poring over the Virginia Byways map and recalling some of the routes we had taken on past local NVRG tours, I came up with a route that would keep us off busy roads (mostly) and take us through some pretty Virginia countryside. Of course, we'd have to contend with some traffic in the 'burbs at the beginning and end of our run but that's the price you pay when you live where we do.

Saturday, January 2, dawned with thick fog blanketing the whole area and with the roads wet from the previous day and night's rain. Bill had initially suggested that we muster at 10:00 AM, but I had suggested 11:00 AM and was now glad that he had agreed to the later time. It would give the sun another hour to burn the fog away and dry the roads. I had prepped our '35 Coupe the day before but didn't start it, reasoning that it started fine the last time and would do so again. Wrong! When I tried to start it that morning, it cranked over too slowly and there just wasn't enough juice to fire the plugs. I had charged the battery and should have suspected a problem when it seemed to charge up faster than usual – a sure sign in my experience that the battery is not holding the charge. By now, there wasn't

enough time to try any fixes, so we drove our trusty Subaru to Fair Oaks Mall to meet the rest of our group.



When we arrived at the mall, the sun was shining, the fog had lifted and the roads were just about dry with occasional wet spots in low areas. We were good to go! So, after exchanging greetings and taking a couple of snapshots, we were off. Cindy and I led the way in our Subie and behind us were: Bill in his '49 Woody; Mike and Stephanie Petty in their '31 A Sedan; Keith and Susan Randall in their '80 Datsun 280 ZX; and Frankie Martin in his '51 Tudor. We drove west on Rt. 50 and quickly worked our way over to Braddock Road all the way to Rt. 15, then north to Rt. 50, then west on Rt. 50 again to Middleburg, then left on Halfway Rd. (a beautiful road in horse country with some amazing stone fences on both sides) to The Plains, then left on Rt. 55 to Gainesville, then left on Rt. 29 through Manassas Battlefield Park and back to the vicinity of our starting point. It was a really nice 60-plus mile run through some scenic Virginia countryside on what turned out to be a beautiful, sunny, winter day in the mid-50s. Oh, and by the way, next day the weather was miserable again!

Although the NVRG is not sponsoring any in-person events (including tours) during this time of COVID, members can always drive their V-8s when the weather is favorable and preferably in the company of one or more other club members or friends. So, if the weather forecast looks good, get your V-8 ready (and make sure it starts), choose a route, and make some calls. Then, get out and enjoy your V-8 with some like-minded folks!

**Northern Virginia Reginal Early Ford Club  
Budget Summary  
For The Year 2021**

	My Budget	As Presented	Difference
<b>Income</b>			
Membership Dues			
For The Year 2019	0	0	0
For The Year 2020	0	0	0
For The Year 2021	0	0	0
For The Year 2022	750	0	750
For The year 2023	0	0	0
	<hr/>		
Total Membership Dues	750	0	750
50/50 Share	0	0	0
Calendar Sales	0	0	0
Advertising	600	0	600
Fairfax Car Show	0	0	0
Tour Income	0	0	0
Picnis	0	0	0
Holiday Party	1,400	0	1,400
Accessory & Clothing Sales	0	0	0
Miscellaneous	0	0	0
	<hr/>		
<b>Total Income</b>	<b>2,750</b>	<b>0</b>	<b>2,750</b>
<b>Expenses</b>			
Membership Meetings	0	0	0
Calendar	0	0	0
Advertising	0	0	0
Membership Directory	0	0	0
Newsletter	2,300	0	2,300
Fairfax Car Show	0	0	0
Tour Expenses	0	0	0
Picnic	0	0	0
Holiday Party	1,900	0	1,900
Accessories & Clothing	0	0	0
Contribution and Recognition	125	0	125
Post Office Box	225	0	225
List Serve Fee	175	0	175
miscellaneous	150	0	150
	<hr/>		
<b>Total Expenses</b>	<b>4,875</b>	<b>0</b>	<b>4,875</b>
	<hr/>		
<b>Income/(Loss) For the Period</b>	<b>(2,125)</b>	<b>0</b>	<b>(2,125)</b>



### Test Your Automotive Tool Knowledge

Submitted by Dave Gunnarson

What function does this automotive tool perform?

If you need a hint, I used this tool on my son's  
2016 Ford Fiesta ST.

Find the answer on page 21.



## FEBRARY 2021 VIRTUAL MEMBERSHIP MEETING

### Russian Submarines – Cold War Surprises

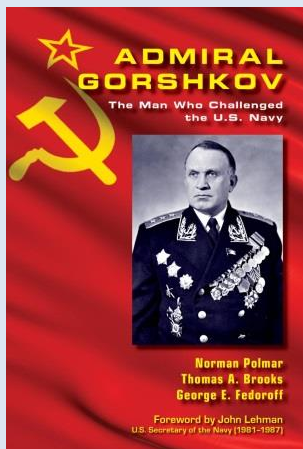
**Date:** Tuesday, February 9, 2021

**Time:** 7:30 PM Eastern Time (US and Canada)

**Meeting Link:** <https://us02web.zoom.us/j/89447951903?pwd=UFZPbkpKbGRyTjFYbkZZOTdWaVJNUT09>

**Meeting ID:** 894 4795 1903, Passcode: 976445, Phone: 301 715 8592

This month we are very privileged to have Norman Polmar speak to us. While this may be a bit different topic than old Fords, he has a unique perspective on some very interesting naval history and technology. He is an analyst, consultant, and author, specializing in naval, aviation, and intelligence subjects. He has been a consultant or advisor on naval issues to three U.S. Senators, the Speaker of the House of Representatives, and three Secretaries of the Navy as well as to the Director of Los Alamos National Laboratory and to the leadership of the U.S., Australian, Chinese, and Israeli Navies. He has written or coauthored more than 50 published books.



You can see a list of his book publications and purchase many of these books, such as his latest, [Admiral Gorshkov: The Man Who Challenged the U.S. Navy](#), on Amazon and Naval Institute Press.



**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

**1984 Mustang SVO:** 53,000 miles, new rebuilt (turbo) engine, nice body, \$6,500. Call **Mike Gall** (in PA), 814-619-8193. (01/21)



**1961 Ford Econoline Pickup:** Just finished body and paint, engine runs great, extra parts, \$12,000. Call **Mike Gall** (in PA), 814-619-8193. (01/21)



**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 [jcchesley@aol.com](mailto:jcchesley@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)



**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**

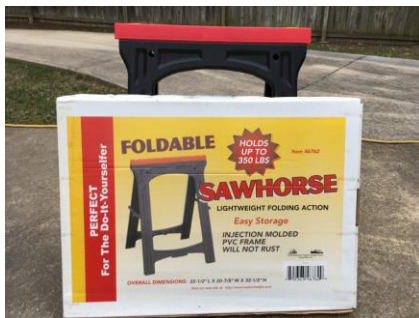
**1949 Ford Truck Radiator:** 6-cyl., \$85. **Ray Lambert**, 703-595-9834. (02/21)



**Tires and Dollies:** Two 750x16 tires (never mounted), \$30; Four automobile dollies, \$40. **Keith Randall**, [mtvernonhouse4you@gmail.com](mailto:mtvernonhouse4you@gmail.com) or 703-913-5655. (02/21)



**Misc. Workshop Items:** Four sawhorses (light duty, never used), \$24; Two steel auto ramps, \$20; Creeper roller seat, \$10. **Keith Randall**, 703-913-5655 or [mtvernonhouse4you@gmail.com](mailto:mtvernonhouse4you@gmail.com). (02/21)



**Flowmaster Mufflers:** Two Flowmaster 40 series mufflers (offset/offset oval 2.5", \$20. **Keith Randall**, [mtvernonhouse4you@gmail.com](mailto:mtvernonhouse4you@gmail.com) or 703-913-5655. (02/21)



**Misc. Tools For Sale:** Mechanics tools; machinists tools; carpenters tools. Call for specifics and prices, **Bill Selley**, 703-679-9462. (01/21)



**Misc. Items For Sale:** One engine compression tester; two vacuum gauges; one pair 59AB head gaskets; one pair heavy-duty jumper cables; one heavy-duty table and vice; one Craftsman scroll saw; one 1½ hp shop vac (wet or dry); one mechanics creeper; one grease gun; one 6-12-volt battery charger; one battery tender. Call for prices, **Bill Selley**, 703-679-9462. (01/21) **\*\*Updated\*\***



**For 1948-52 Ford Truck:** Spare tire holder (under frame type, fits 16" rims); two 16" 5-lug, truck rims. All for \$225, call **Ray Lambert**, 705-595-9834. (01/21)



**1949-'50 Ford Custom Hood, Front Fenders, and Front Seat:** Hood is from a '50 but has the '49 cross support and usual rust around the front edges. Front fenders are in fair shape, no dents but need rust repair in usual places. Front seat comes from a '49. Asking \$150 for front seat, \$150 for the hood (without trim), and \$100 for each fender. Will accept offers. Please call or text **Rusty Rentsch** at 703-209-4359 or email at [James.rentsch@msn.com](mailto:James.rentsch@msn.com). (01/21)



**Maryland License Plate Sets:** Most years between 1926 and 1966. All original paint, varying conditions. Prices vary. Contact me for details. **Milford Sprecher**, [milford.sprecher@gmail.com](mailto:milford.sprecher@gmail.com) or 301-830-2198. (01/21)



**Six-piece Authentic Hand Tool Kit:** If Santa's list of stuff for you this year was a bit short, he could make it up by having you presented with a 6-piece authentic hand tool kit with a new pouch, assembled with correct tools corresponding to whatever year Early V-8 you have. \$75. **Dave Henderson**, 703 938 8954. (01/21)



**1951 Ford (8BA) Crossover Exhaust Manifold for Single Exhaust:** Very good condition. Removed when installed headers and dual exhaust. \$50 for all three pieces shown. **Jim McDaniel**, 202-409-4459 or [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com)

**SOLD**



**1940 Ford Diecast Model, 1/25th scale.** Can't afford a '40 or '41 Ford pickup? Buy this metal scale model instead for \$10. **Milford Sprecher**, 301-830-2198, [milford.sprecher@gmail.com](mailto:milford.sprecher@gmail.com). (12/20)

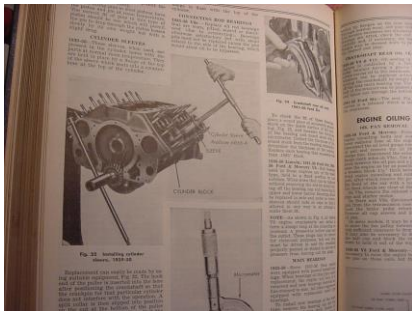
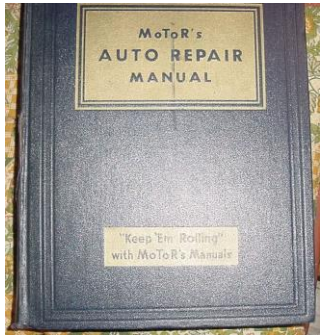


**KRW tools:** I have several original, operable KRW tools – literally hundreds. I have put aside the tools I want and would like to sell the rest. Tools include front suspension, engine (lots of valve tools), rear axle, steering, brake (including cable adjusting tools), spring shackle stud tools, etc. 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 have it out of the shed and clean it up. **Al-  
lan 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)



**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)



**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)



**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: Inside Door Handles for 1932 Closed Car:** Original Ford, not reproduction. Contact John Ryan at [john@ryanweb.com](mailto:john@ryanweb.com) or 301-469-7328. (01/21)



**Wanted: Tie-rod for 1928-34 Ford:** Contact John Ryan at [john@ryanweb.com](mailto:john@ryanweb.com) or 301-469-7328. (01/21)



**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 Arrington 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)



**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 Kirkendall, 325-280-6052. (03/19)



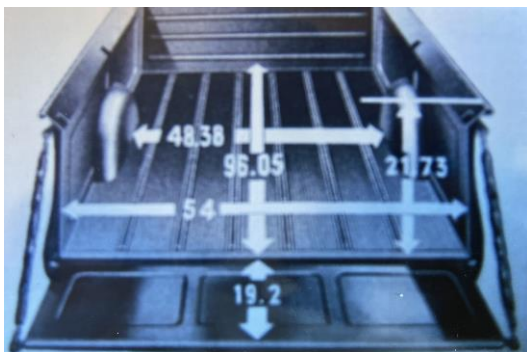
**1939 Ford Pickup BED wanted.** Complete bed assembly needed. If you have a bed, or parts of one, call Long Island Club member **George Vitaliano** at 914-664-5040 or email his wife Nancy at [nancyvitaliano@icloud.com](mailto:nancyvitaliano@icloud.com). (1/19)



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

**1951 Ford station wagon sway bar.** **Steve Groves**, call 301-530-7411 before 9:00 PM. (04/18)

**WANTED: 1950-51-52 Ford pickup 8-foot bed.** Dimensions in photo below. **Ray Lambert**, 13212 Occoquan Rd., Woodbridge, VA 22191, 703-595-9834. (02/18)



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

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

## **PARTS & ACCESSORIES FREE**

**Three 17" Split-Rim 8-Lug Wheels Free:** Fits 1948-52 Ford F-2/F-3 trucks. **Ray Lambert**, 703-595-9834. (02/21)

**Two 16" 8-Lug Wheels Free:** Non-split-rim, fits 1948-52 Ford F-2/F-3 trucks. **Ray Lambert**, 703-595-9834. (02/21)

**Head Gasket for 8BA Engine Free:** Left head gasket (only have the one) for an 8BA engine. Still sealed in shipping package, says it fits '49-'53 Ford and Mercury cars and '48-'53 trucks. **Jim McDaniel**, [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com) or 202-409-4459. (02/21)

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

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

**Answer to Test Your Knowledge on page 12:** Rear disc parking brake release tool. You can't remove the rear brake discs of some modern cars without this tool to release the parking brake shoes.





# NVRG 2021 Calendar



February	
9	<b>Virtual Membership Meeting</b> – 7:30 PM – Via Zoom. Program: Russian Nuclear Submarines – Cold War Surprises. Presenter: Norman Polmar.
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
23	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.
March	
9	<b>Virtual Membership Meeting</b> – 7:30 PM – Via Zoom. Programs: Dad’s Woodie – A Restoration Odyssey and Building a Woodie from Scratch. Presenters: Jim LaBaugh and Dave Westrate.
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
30	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.
April	
13	<b>Virtual Membership Meeting</b> – 7:30 PM – Via Zoom. Program: Antique Car Financial Affairs: Insurance, Tax Implications, and Cleaning House. Presenters: Bill Simons, Wayne Chadderton, and Nick Arrington.
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
23	<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 occur via Zoom. Each meeting has a unique Zoom link to be able to join. Dave Gunnarson sends out 2 or 3 meeting reminders each month via the NVRG listserv. Each reminder contains the link for the referenced meeting. [See page 12 for information on the February membership 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@rustinsurance.com">bsimons@rustinsurance.com</a>
Want Ads	Jim McDaniel	<a href="mailto:jim44mcd@gmail.com">jim44mcd@gmail.com</a>
Membership and Dues Report	Gay Harrington	<a href="mailto:hahsuj@gmail.com">hahsuj@gmail.com</a>
Restoration Reports	Ken Burns	<a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
Tech Articles	Cliff Green	<a href="mailto:dcliftongreen@gmail.com">dcliftongreen@gmail.com</a>

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<b>McLean</b> 1387 Chain Bridge Rd McLean, VA 22101 703-356-7730	<b>Merrifield</b> 2733 Merrilee Drive Merrifield, VA 22031 703-646-8270	

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*NVRG Car of the Month*  
*Owen Beeder « 1935 Ford Deluxe Fordor Sedan*



**FIRST CLASS MAIL**

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Early Ford V-8 Club  
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