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Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
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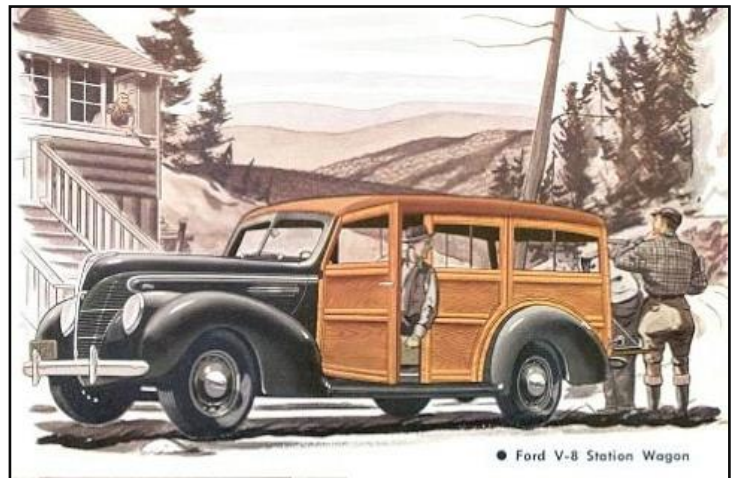
Editors: Nick Arrington & Stephanie Beavers

COVID-19 Issue #13

March Membership Meeting

A Pair of '39 Woodies

Presented by Jim LaBaugh and Dave Westrate / Reported by Ken Burns



1939 Deluxe Station Wagon as shown in the 1939 Ford Station Wagon Brochure and a 1939 Ford Standard Station Wagon as shown in *Ford News*, September 1938, when Ford's 1939 lineup was announced.

Our March monthly membership meeting via Zoom featured presentations by Jim LaBaugh (*Dad's Woodie – A Restoration Odyssey*) and Dave Westrate (*Building a Woodie Body – You Can Do It*) on their 1939 Ford Woodies. They, along with Hank Dubois, are the proud owners of four 1939 Ford Woodies – three Deluxe models and one Standard model – making 1939 Ford Station Wagons the most popular model year Woodies in the NVRG.

Up Front with the President

April 2021



President's Message April 2021

I received a message from the National EFV-8 Club restating and clarifying the Club's policy on COVID-19 restrictions. This new statement specifically provides guidance for any Regional Group activities independent of activities sponsored by the National V-8 Club. I've sent this new policy statement to all NVRG members for your information.

Spring has finally arrived and, with the improving weather, we are all anxious to exercise our faithful V-8s (and 4s, 6s, and V-12s). In addition to considering guidance from the national EFV-8 Club, your NVRG Board reviews the current local health guidelines and other factors in assessing when we might be able to return to in-person activities. Stay tuned.

The NVRG Board has established some new policies regarding the Want Ads in the Valve Clatter. The Want Ads have grown to become a major portion of the VC and some modest changes are warranted to improve their effectiveness. See the notice in this month's issue.

As I mentioned last month, the Board of Directors has proposed some amendments to the NVRG bylaws. The changes will be presented again at the April 13 membership meeting and a final vote will be held at the May meeting. See the notice in this issue. If you have any questions or need additional information, please contact me.

I encourage all members to join the next membership meeting on Tuesday April 13 at 7:30 PM. Besides hearing about the changes to the bylaws, you will hear some useful and informative presentations. The topic is "Antique Car Financial Affairs" and we'll have a trifecta of NVRG speakers: Bill Simons, Wayne Chadderton, and Nick Arrington, who will explore various aspects of this important topic. Zoom login information will be sent out by Dave Gunnarson in advance of the meeting. I look forward to seeing you there

Best V-8 wishes,

John

zoom
Membership Meeting
Tuesday, April 13, 7:30 PM

2021 NVRG Officers and Terms	2021 Directors and Terms	Committee Members
President – John Ryan (2021 & 22)	Membership – Gay Harrington (2020 & 21)	Fairfax Show – Dave Westrate
Vice President – Cliff Green (2020 & 21)	Programs, Refreshments – Dave Gunnarson (2021 & 22)	Tours Chair – Hank Dubois
Secretary – Nick Arrington (2021 & 22)	Webmaster – Ken Burns (2020 & 21)	Property – David Skiles
Treasurer – Bill Simons (2020 & 21)	Sunshine – Keith Randall (2021 & 22)	At-large – Jim LaBaugh
	At-large – Jim McDaniel (2020 & 21)	

Meeting, cont'd.

Jim started the show by talking about his 1939 Deluxe, a car he inherited from his father Wesley. He began by providing the etymology of the term “station wagon” – a vehicle that went to the station to pick up passengers or cargo. Jim and his sister, Betty, have been able to trace the ownership of his Woodie back to the original owner in 1939. It's quite a story. Finally, Jim told us of his Woodie's odyssey through numerous restoration shops and what's left to be accomplished before the restoration is complete.

Dave walked us through how he painstakingly crafted the entire wood body for his 1939 Deluxe Woodie using a variety of cutting heads and shaping tools, some of which came with the car and others that he had made to his specifications. His work entailed using everything from a Bridgeport milling machine to a wood chisel and mallet. This is the second entirely new Woodie body Dave has built. The first one was for his Dearborn Emeritus 1939 Standard.

Dad's Woodie – A Restoration Odyssey

In 1920, Henry Ford bought 313,000 acres of virgin forest land on Michigan's Upper Peninsula to harvest timber for his Model T and he bought an additional tract where he built a sawmill to turn the timber into materials needed for his Model Ts and other vehicles through the years. The Iron Mountain plant produced a myriad of wood products for Ford vehicles, but Ford outsourced the building of station wagon bodies to several different body builders. The Model T gave way to the Model A and then the V-8. Each succeeding model of passenger vehicle used less and less wood; consequently, demand for wood products from Iron Mountain decreased. Increasing tension between Ford and Murray, who had been building/assembling Woodie bodies since the days of the Model A, came to a head in 1938–9. Iron Mountain had been making numerous wood parts for Murray to assemble as complete bodies, but the folks at Ford felt the quality of Murray-assembled Woodie bodies had slipped markedly. Ford decided they could do a better job (and cheaper) than Murray, so he expanded the Iron Mountain complex to include the assembly of Woodie bodies. The 1939 Ford Woodie bodies were the last built by an outside supplier. Ford produced its own 1940-to-1951 Woodie bodies at Iron Mountain.

Jim's father, Wesley, was an old car guy like most of us and, in 1978, a Model A Club friend told Wesley about a 1939 Ford Woodie for sale up in New Hampshire. A deal was struck and Wesley became the proud owner of an original 1939 Ford Deluxe Woodie; albeit one in need of complete restoration.



The Woodie begins its journey from NH to NJ and...



arrives at its new home in New Jersey. The lettering on the door says “The Box.” More on that later.

Once safely back in NJ, everything was unloaded and an inventory was made. Wesley discovered that the middle and rear seats were missing as was the fabric spare tire cover.

A search of the barn at “The Box” of the original owner turned up the seats and the missing spare tire cover. She sold these to Wesley for \$100 – a pretty good deal.



The seats looked a little the worse for wear but even back in the late '70s Woodie middle and rear seats were hard to come by and expensive.

Wesley had restored his Model A and knew his way around antique cars but, once he started disassembling and inspecting the Woodie, he decided he had better get some outside help – a.k.a. a professional restorer. Wesley took the Woodie to a restoration shop in NJ and thus the restoration portion of the odyssey began.



The Woodie arrives at its first shop/stop on its odyssey as Ed Spielberger, who originally told Wesley about the Woodie, watches it being unloaded.

The first shop completely disassembled the Woodie, including the wood body. Patch panels were fabricated and welded in place; all metal was sand blasted, repaired as necessary, primed, and painted; and the dash was wood-grained. Wesley wanted to save as much of the original as possible and new wood was fashioned for the roof side beams, the tail gate, and other places where the wood was too far gone to save.



Metal moth damage to the rear inner fender wells (see below) was repaired.



What's the point in owning a Woodie if the wood is missing or rotted?



The tailgate definitely needed some TLC.



Look at it now. Beautiful!

A lot of restoration work was completed while the Woodie was at the first shop but, unfortunately, Wesley passed away before the car was completed. To compound matters, the owner of shop #1 decided to retire. He, however, knew of a parts supplier in PA who did some restoration work on the side. The Woodie and all (or almost all) unfinished parts were loaded aboard and the odyssey continued with its move to the shop in PA.

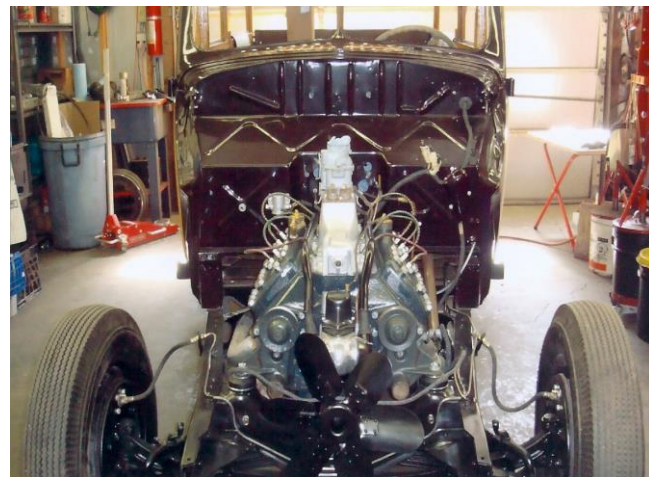


Not much work is accomplished in the PA shop beyond stripping, sandblasting, and priming the running boards and mounting the doors. Late NVRG member Bob Wild suggested that Jim move the Woodie to the shop (#3, if you're keeping count) operated by his son-in-law Ben McDonald (also an NVRG member). The Woodie, and hopefully everything, was loaded up once more and the odyssey continued, this time stopping at Ben's shop in Stuart's Draft, VA.



The Woodie is ready for its trip to Virginia.

Once in Ben's shop, a *thorough* inventory of the remaining loose collection of parts was conducted, resulting in the hubcaps and inner front door panels nowhere to be found. The good news is that Jim was able to track these items down and reunite them with the car. All mechanicals were rebuilt or restored: engine overhauled and detailed; the brake system got White Post rebuilt cylinders and all new lines/hoses; the shocks were rebuilt by Apple Hydraulics; the running boards were covered and installed along with the front clip and rear fenders.



The engine was rebuilt and installed before the front clip.

Remember those forlorn-looking seats? The now-defunct LeBaron Bonney Company provided patterns and hides while a shop near Stuart's Draft did the upholstery work.



Jim had seat belts installed for all the rows of seats. Other safety upgrades included an electric fuel pump, fog lights, and a right rear tail light. Bob Wild generously gave Jim a vintage column-mounted turn signal system to complete the upgrades.



During its tenure at Ben's shop, more work was accomplished than at the two previous shops combined.



Ready for the next leg in the odyssey.

While all this was going on in Stuart's Draft, Jim was also busy. Since his house had only a carport, Jim was busy having a new garage built.



Since bringing the Woodie home to its new permanent location, Jim has continued the restoration work; but, like almost any project he's run into, there were some issues. Jim asked Dave Westrate to come over and give the Woodie a once-over. The first problem discovered was that the brackets that help attach the wooden header piece to the metal cowl were missing. After rummaging around in various boxes that came with the car, Jim miraculously found the missing brackets – even after the car had journeyed through three different shops in three different states! How many times those boxes had been unpacked, sorted through, and repacked over the years is anybody's guess.



The brackets, then missing on both sides, provide extra stability where the side beams attach to the cowl assembly.

On a 1939 Woodie, the cowl is not welded to the floor pan assembly like it is in my 1941s, but instead bolted in place. That makes the brackets a vital component in keeping everything aligned.

Jim sent out a call for a work party and the usual suspects showed up: Dave Westrate, Hank Dubois, and Cliff Green. The roof was removed from the car and turned upside down on some padded sawhorses for the surgery.



Cliff, Dave, Hank, and Jim with the patient.



Dr. Westrate gingerly makes the first incision with the help of Dr. Dubois.



The bracket successfully installed.

Jim says his next goal is to make some final adjustments to the roof side beams, do some other fine tuning, and hopefully have everything ready to install the roof covering some nice, hot day this summer.

And, so, the odyssey continues. What about “The Box” story you say? Tune in next month to see how Jim and sister Betty traced ownership of “The Box” back to its original owner.

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Building a Woodie Body – You Can Do It

TED Talks are influential videos from expert speakers on education, business, science, technology, and creativity. After Dave Westrate’s presentation at our March Zoom meeting, I think TED should add a category for building a Woodie body from scratch. Dave started by showing us all the special cutting heads he used to build the body for his 1939 Deluxe Woodie. He purchased the Deluxe in 1994 from a machinist who worked building USN nuclear submarines at General Dynamics Electric Boat in Groton, CT.



Dave and his Deluxe Woodie in the previous owner’s barn.



The tools Dave used in building the wood body, some of which, were made by the machinist who previously owned the Deluxe.

The tool outlined above is a finger joint cutter. Just below the cutter is a sample of a finger joint before it's pushed together. Dave explained that a finger joint is extremely strong because of the extremely large gluing surface area. A finger joint saves significant amounts of wood when constructing something like the arch around the rear fender. It also makes the arch strong because the grain more closely matches the contour of the fender arch.



One of Dave's grandsons gluing a finger joint. All of Dave's grandkids helped at one point or another with the restoration.



A finger joint being glued.

It takes a tremendous amount of pressure to squeeze the two parts of the joint together and squeeze all the glue from the joint. Dave used a glue with a long "open time," i.e., it doesn't set too quickly.



Large cardboard sheets were used to make accurate patterns for the fender arches.

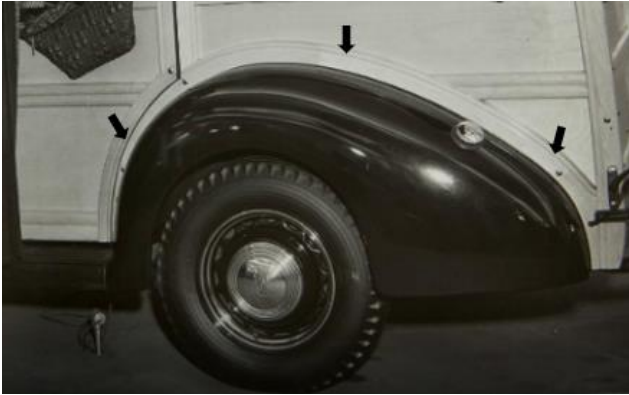
Dave emphasized the importance of fitting the wood to the vehicle for several reasons. Although Woodies were built on an assembly line, there was still a lot of craftsmanship involved and no two Woodie bodies were exactly alike when completed. Wood will change shape over time; it might warp, it probably will shrink lengthwise, or do all of the above. Also, any metal repair can affect how the wood will fit to the metal floor pan.

Just like Jim's (Cliff Green's and my black Woodie), Dave's rear inner fender panels had rust damage that needed to be repaired before the fender arches could be fitted to fender panels. Dave turned to NVRG member Thetan Ogle, metal fabricator extraordinaire, to complete this part of the restoration.



The fender arches have 3 pieces jointed together by finger joints. In this shot you can see how precisely Dave fitted the wood to the repaired fender arch.

Dave once told me that every adjustment you make affects something else and maybe more than just one thing. In this case, Dave had to fit the wheel arch to the wheel well before he could shape the final top contour of arch. After the top contour was shaped he could then cut the decorative bead on the face of the wheel arch.



The decorative bead on the wheel arch extends onto the rear door dogleg.

To cut the bead into the wheel arch, Dave had a custom-made route bit made, had to figure out a way to clamp the wheel arch securely, built a special fence for the router to follow the contour of the wheel arch, and finally used an old-fashioned wood gouge to finish off the bead at the point where the curve reverses.



Dave came up with an ingenious clamping setup.



Dave designed a special fence so the router smoothly followed the fender arch profile.



Dave makes the nerve-racking first cut. A mistake here and he'd have to make an entirely new arch from the very beginning.

Another major task was the construction of the roof side beams. The beams are made up of several individual pieces laminated together using finger joints to form a beam that was 9 feet long.



The longest single piece of the side beam (7') just fit on the Bridgeport milling machine bed when cutting the finger joint.



This piece needed the finger joint cut at a compound angle.



Cutting a square hole in the side beam for the roof cross bows.



Just imaging how many different cutting operations were needed to construct a side beam. You can easily see the square holes for the roof cross beams in this picture. That's the original beam that Dave used as a pattern in the background.



The basswood slats being fitted to the roof assembly.

The rear fender surrounds and the roof were complicated, but doors posed their own unique challenges as well.

For strength in the doors and other places in the body, lap joints are used because they provide lots of gluing area just like the finger joints. Some of the lap joints have multiple laps.



This is the type of lap joint where vertical pieces are joined to horizontal pieces like door frame or quarter panel corners.



Just a few of the lap joints on a '39 Ford Woodie.

Obviously, doors need to open and close easily, tightly, and securely. To achieve this, Dave built the doors one piece at a time and fit them to the door opening as he went along. The first thing Dave did ensure was that the axis of the top and bottom hinge pivot points were aligned. Once that was accomplished, he started mocking up the first two pieces of the front door post using some cheap pine rather than expensive maple.



A threaded rod and a couple of nuts assured the hinges were lined up before the prototype pieces were cut for their trial fit.



The fixture in place and ready to use a router to cut the slot.



The front door post in place and the fixture standing beside it.

The front and the rear door posts were made and fitted before the horizontal beams and the top of the door frame were completed to ensure a perfect fit.



The front and rear door posts are in place. You can see the slot in the rear post for the panel insert.

The front post was made out of three separate pieces joined by finger joints and then mounted on its hinges. The rear post was shimmed into place and cheap pine horizontal prototype beams were constructed to get exact measurements before making the final ones using maple. You can see in the picture above that the right rear quarter panel and door are in place and that plywood or Masonite is fitted in place of the window openings and door panels.



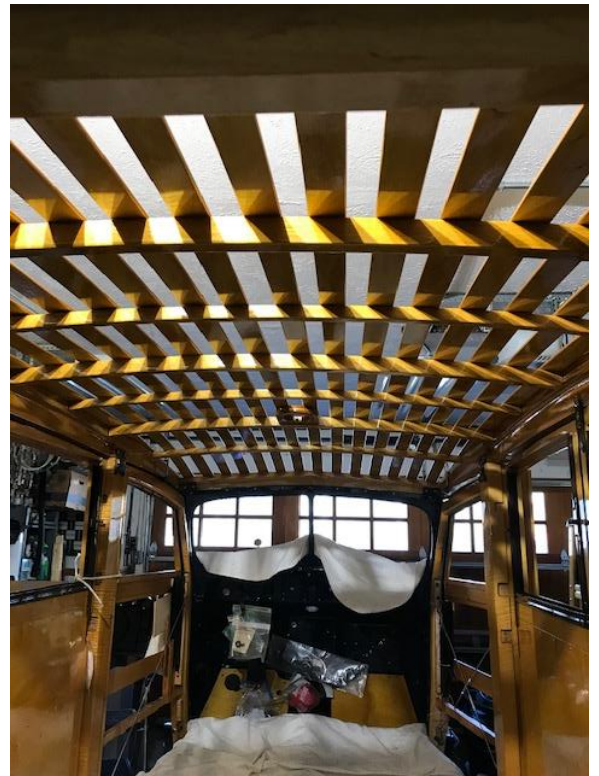
Progress on the right side with the belt line and mid-panel horizontal beams in place.

Dave created a temporary “clean room” in his yard one summer to varnish all the pieces. He used a light stain on the raw maple to give it a golden glow. He (like me) is a big believer in using oil-based spar varnish rather than a polyurethane finish. We both think the sheen is too glossy and looks like plastic. An important property of any finish for your Woodie, whether you’re using a traditional oil-based spar varnish or polyurethane, is buying one with high UV protection properties. During the COVID-19 pandemic we’ve heard a lot of good things about UV light as a disinfectant. When it comes to Woodies or any wood product exposed to direct sun light, it’s a bad thing. UV rays damage the lignin in wood causing warping, cracking, etc. If you don’t own a Woodie take a look at your deck.

Dave told us he varnished his 1939 Standard with Epifanes Spar Varnish 20 years ago and the finish still looks great. Dave applied 6–8 coats of varnish to each piece. Since he was brushing the varnish on, he laid the pieces to be varnished horizontally to avoid runs or sags while applying the varnish. After letting it dry for a day he turned the piece over and varnished the other side. It’s easy to see how an entire summer can be devoted just to varnishing a brand new Woodie body.



A view of the driver's side and...



The wood body is stunning even as its still coming together.

Want to build Dearborn winning Woodie?



the passenger's side.



You've got to start somewhere.



Add lots of expensive maple.

Second NVRG Virtual Garage Tour*By Hank Dubois*

The weather just wasn't cooperating at 10 AM on February 27, the scheduled start time for our virtual tour of member Nick Arrington's garage. While temperatures in the 50s was certainly welcome, the on-again-off-again rain showers played havoc with Nick's plan of displaying several cars outside his garage so they could be more easily and completely viewed during the Zoom virtual tour. As a result, the cars were moved outside then hastily back inside during the tour. In addition, Nick encountered technical difficulty as he tried unsuccessfully to complete the Zoom link on his cell phone to broadcast the tour. Delaying the tour for an hour to resolve the problem was considered but, luckily, Nick's friend Bob was on hand to help out. Bob's cell phone was pressed into service and successfully linked to Zoom, thus saving the day! By now, it was well after 10 o'clock and a substantial number of NVRG members and friends (about 45) had tuned in for the tour and were eager to see what Nick had in store for their viewing pleasure. On the agenda were the three principal vehicles that Nick has been working on during the COVID pandemic as well as a couple of other favorites that have received some of his attention in recent past.

First up was a '30 Model A Phaeton, extensively covered with WW II slogans and images, created by Nick as a tribute car to his father, who served in the US Navy, and to his uncle, who served in the US Army, during the war. The artwork was skillfully and authentically done by an elderly gent in his 80s to depict popular war time folk art of the period. It even had the right patina so that the car looked like a genuine era survivor. When Nick purchased this "scruffy but solid" car, it had been improperly stored with plastic sheeting covering the sides, so its paint was in very poor condition. Rather than strip the paint and refinish the whole car, Nick worked with a painter to repair the finish by matching, as closely as possible, surfaces that needed to be redone with those that were still acceptably intact. This resulted in a survivor-type finish that was a perfect canvas for the war time artwork that came next. Needless to say, this car gets a lot of attention whenever Nick displays it!

Dave crafted 107 individual pieces of wood. The smallest is the dome light surround and the largest are the two side beams; one section being 7 feet long and another 2 feet. Make 32 finger joint pieces. Each piece required a minimum of three passes of the cutting head in the hard maple end grain. Glue and clamp the 16 finger joints. Drill and set 654 wood screws. Drill more holes for the flat head machine bolts that must align perfectly when they passed through an inside bracket into a polished stainless steel blind nut on the outside.

Dave said none of the work he's accomplished restoring his two '39 Woodies would have been possible without the support and encouragement of his supervisor, Barbara!



Woodie lovers everywhere are indebted to both Dave and Barbara for resurrecting and restoring their two examples of American motoring history.



Next up was a very nice '35 Ford Phaeton with an intriguing and well-documented history. The car had been owned by a US Navy seaman named Roy McBride who went down with the submarine USS Bonefish in April 1945. The Bonefish was the second to the last US submarine lost in WW II. McBride was in the Naval Reserves in DC when he purchased the car at a Packard dealership in 1939 for \$194. In 1940, he was called up to active duty and drove the car to CA, where he was assigned to a ship. In 1942, he went to New London, CT, for submarine training, after which he returned to CA for submarine duty and subsequently served on several different submarines. During his sea duty, the car was apparently stored in Sacramento at his mother's home. After the war, his mother registered the car and drove it sparingly until 1947. The car was subsequently purchased from her by a man who served in the Navy with McBride. He brought the car back east to Alexandria, VA, and eventually restored in the 80s. Nick said the car needs a little sorting out but is a superb 47,000-mile example with a treasure trove of documentation and he feels very fortunate to have it in his collection.





Next was a '55 Ford Crown Victoria skillfully customized into what Nick called a '55 Ranchero Wanna Be! This car was built by a Culpeper man who ran an auto repair shop and apparently loved to customize cars on the side. This one was the last he did. The car still had the telltale chrome Crown Vic roof trim, but little else on it suggested that it started life as a '55 Ford. Prominent features of this custom include a grille made from two '46-'48 Hudson Commodore grilles; a front end that slopes down, unlike the angular '55 Ford front end; double slanted headlights like those on '61-'62 Chryslers; '61 Dodge tail lights sculpted into the rear fenders; and a power rear window from a '58 Merc Turnpike Cruiser. Mechanically, the car was outfitted with a Chevy 283 engine and a Borg Warner T-85 transmission like those used in T-Birds of the era. The car had been stored since 1996 so the paint showed some deterioration, and the brakes, fuel system, etc. needed attention before the car could be registered and driven. This is certainly a most unusual, well thought out, skillfully built, and attractive custom creation, as well as a great addition to Nick's collection.



Next, Nick showed us his '41 Ford pickup which he drives regularly and which has been seen at a number of NVRG events. What makes this truck a bit unusual and a favorite of Nick's is that, even with 92,000 miles, it is a straight, correct, and rust-free survivor with only one repaint. The truck is very original except for a nice curved Chrysler Airflow bumper on the rear that Nick found at Hershey a while back and thought it would be perfect for the unprotected rear of the '41. He's now in the process of refitting a bumper to the currently unprotected front end of the truck.



Nick next directed us to the B&O section of his garage. There, a neat little '46 Chevy Australian Ute, recently spiffed up with a correct paint job, awaited our inspection. Nick told us that this is a very rare vehicle that was built by Holden Body Co. in Australia using a '46 Chevy passenger car chassis and front clip from GM Canada, with the remaining unique body

and trim parts, from the doors back, supplied by Holden. This makes finding most of the body and trim parts pretty challenging, which Nick discovered when he was preparing the vehicle for paint. This Ute has a fetching coupe-like roof line and I suppose that, since it's such a cute and rare vehicle, we just have to give Nick a pass for having a Chevy in his collection!



Next, we had a brief look at an overbuilt Westmont golf cart with water-cooled engine, 3-speed Crosley transmission, and Studebaker rear end with hydraulic brakes. This heavy-duty golf cart drives more like a car than a golf cart and is a favorite of Nick's better half, Kathy, for driving around their property.



The last cars Nick treated us to were a pair of Morris Minor 1000s, a convert and a wagon. Morris Minor 1000s were built in Britain from 1948 to 1972 and, after 1961, due to Volkswagen's stranglehold on the mini car market, were not exported to the US, although a few of them did find their way here. Nick said that, after 1961, the cars were only sold in Europe and South Africa and pointed out that the station wagon could be made into a mini pickup if a customer desired. Needless to say, obtaining the correct parts, both body and mechanical, necessary to rebuild/restore these cars is no small feat. Nick has always had a soft spot for these little cars and feels fortunate indeed to have these two nice examples in his collection.



While this tour had a rocky start as well as some ongoing weather and technical challenges, it turned out to be a successful event and a really great change of pace for NVRG members and friends during these COVID times. Many thanks to Dave Gunnarson who did a great job as the Zoom technician and moderator for this event. And finally, many, many thanks to Nick for all the work and everything else he had to go through to make this event possible for us. We look forward to future glimpses into his most interesting and varied collection.

AMENDMENT OF THE NVRG BYLAWS

The Board of Directors is proposing to amend the NVRG bylaws. Member participation is essential for completing the amendment process. The board looks forward to your participation.

Amendment Process

- 1) The amendments will be presented to members at the April 13 membership meeting.
- 2) Members should have already received by email (or USPS mail, for those members without email) the new bylaws and a description of the most significant changes to the previous version.
- 3) Actual voting will be at the May Zoom membership meeting. A two-thirds affirmative vote is required for adoption.

Key documents (and where to find them)

- 1) The new bylaws with proposed amendments. (Sent to all members by email or US mail.)
- 2) A summary of the most significant changes to the 2010 bylaws. (Sent with #1 above.)
- 3) The current 2010 bylaws. (Included in the Member Handbook.)
- 4) A detailed description of all changes. (Contact John Ryan to obtain a copy.)



FLASH TOUR

Sunny Skies and Dry Roads

By Hank Dubois

It had been two months since our January 2 "Run in the Sun" (see Feb. VC) when five erstwhile NVRG members ventured forth into the Virginia countryside on a flash tour and it was time to get out on the road again. February weather had been mostly cold and wet and not conducive for V-8 touring, but the forecast for the first weekend in March finally called for sunny and dry conditions, even though temperatures would only be in the 40s. Emails started flying between Bill Simons, Keith Randall, and myself and, by Thursday, March 4, a flash tour plan was set in place for Saturday, March 6. I had mapped out a suitable scenic route and we had gotten the word out to several other NVRG regulars who might welcome the opportunity to join in. Unlike our earlier run in January when a weak battery foiled my plans to drive my '35 Coupe, I was prepared this time with a new Optima battery and a test drive around the neighborhood under my belt.

The plan called for us to meet at Fair Oaks Mall at 1 PM so as to take advantage of the warmest part of the day for the tour. Showing up were Bill and Liz Simons ('49 Woody), Keith and Susan Randall ('38 Fordor), Mike and Stephanie Petty ('31 Fordor), Ken Burns ('41 Woody), Leo Cummings ('50 Merc), and Hank and Cindy Dubois ('35 Coupe).



We left a little after 1:00 and headed out Rt. 29 through the Manassas Battlefield to Gainesville, where we were joined by Dave and Susan Skiles ('34 Cabriolet). Then it was out Rt. 55 through Haymarket to a left onto Blantyre Rd. (also known as Bust Head Road), through the tiny historic village of Little

Georgetown, through some pretty Fauquier Co. countryside for the next 10 to 12 miles or so, ending up in Warrenton on Rt. 29 at the Sheetz gas station for a welcome rest stop.



While there, our V-8s drew quite a bit of attention from other car and motorcycle enthusiasts who were out taking advantage of the weather. Probably the most unique one was a nicely executed '35 Chevy Tudor street rod built and owned by the proprietor of a resto/rod shop in Manassas.



The original plan called for us to head back to Fairfax via Rt. 29 but Keith suggested that we extend the tour a little by taking a route he had in mind. Bill and Liz decided to head back on Rt. 29 and the rest of us decided to follow Keith and Susan on Rt. 29 to Vint Hill Road then to Bristow Rd. and several other scenic roads around the southern side of Manassas,

where Dave and Susan departed the caravan. The tour then headed across Bill Run ending up at the Fairfax Co. Parkway where some of us headed north and others south to return home. It was a great slower-paced route and a welcome change from the more harried Rt. 29.

All in all, this was a fun tour and gave a number of NVRG members the chance to actually talk face to face at the start of the tour and at the midway rest stop. Many thanks to all who turned out and especially to Keith and Susan for extending the fun for most of us. Depending on where members live, tour mileages ranged from approximately 70 to 85 miles – just right to celebrate *Sunny Skies and Dry Roads!*

NEW AUTOMART GUIDELINES

Guidelines for Automart Want Ad Entries

By Jim McDaniel



The Automart Want Ads have become the largest item in each issue of the Valve Clatter and trying to update and keep them current and relevant each month has become a time-consuming and challenging effort. Last month's issue included 75 separate ads (with many ads including multiple pieces and parts) and they occupied nine pages of the VC. Some of the ads are several years old.

Our intent in publishing the ads is to provide a worthwhile service to our V-8 Club members, and while the Want Ads are popular and considered beneficial to our members, we on the Board of Directors have discussed this and have established some guidelines for the ads. I will continue to administer the ads and will answer any questions from members if the following is not clear.

GUIDELINES:

- Each new ad will expire after running for six months. The expiration date (the issue in which the ad last runs) is listed at the end of each ad.

- Each expiring ad may be extended for another six months at the request of the ad submitter.
- All current ads are over six months old in the April 2021 issue will be automatically extended for two months to allow the submitter to review, update, and request an additional extension if desired.
- All items sold (or wanted items received) should be cancelled or updated as appropriate to me so we can keep the ads accurate and relevant.
- For ads with multiple items for sale (or wanted), the submitter should update the ad and remove those items no longer offered or requested.
- Ads are not limited to only EFV8CA or NVRG members. The consideration is whether the item offered will benefit our Club members. If so, the ad will be accepted with the same guidelines as for members.
- It is the ad submitter's responsibility to review his or her ad and notify me of any changes prior to each expiring date.
- All ads are published free of charge and photos of items are encouraged.

Questions? Contact Jim directly at 202-409-4459 or jim44mcd@gmail.com.

IN MEMORIAM

By Bill Simons

I first met Andrew Miller at the 2016 Eastern National Meet in Gettysburg. I was out in the show field the afternoon after the judging was completed, trying to figure out why my driver's side rear window would not roll down in my '49 convertible. As I worked with the crank handle, Andrew, whom I had never met before, walked over and suggested that the sprocket behind the upholstered quarter panel was probably stripped. If that turned out to be the problem, he said he had a replacement for me. I thanked him profusely and wrote down his name and number. He was correct. It was the sprocket. So, I called him and drove down to his home in Stafford to pick it up. He lived back in the woods and was restoring several '49 Fords. He wouldn't take any money for the part, so I told him I would pay his annual dues for him to join our club. He agreed to that and stayed a member until his death. Andrew was very generous and I think of him every time I roll that window down.

APRIL 2021 VIRTUAL MEMBERSHIP MEETING
ANTIQUÉ CARS AND FINANCIAL AFFAIRS

Three of our NVRG members have joined together to provide a combined presentation on the financial aspects of our old-car hobby. Each will share their knowledge gained from many years of personal experience. The information presented should be interesting not only to those who directly participate in the old-car hobby but also to spouses and others who may inherit or have a financial stake in some of our early Ford V-8s.



1. Bill Simons: EFV-8 Club Insurance Coverage 101

Bill will provide information on how the National Club's General Liability insurance policy protects you as a club member and how the National Club's Directors and Officers Liability policy protects Regional Group members from the consequences of "Wrongful Acts" (read: Dumb). He will also explain how best to insure your antique or classic car for liability and physical damage.



2. Wayne Chadderton: Tax Implications of the Old-Car Hobby

Wayne will discuss some of the more important tax considerations you will encounter when you dispose of your vintage automobile.



3. Nick Arrington: How to Downsize

Nick's presentation will explore different methods of liquidating a collection of automobile parts or "collectibles" with regard to timeframe and expectations. Options will range from private treaty sales to auctions of different styles and sizes.

Zoom meeting details:

Date and Time: Tuesday, April 13, 2021, 7:30 PM Eastern Time (US and Canada)

Link to join Zoom meeting:

<https://us02web.zoom.us/j/81344995065?pwd=QXVaQ0FVMVc1c0lRVXIKdFc4YkNtUT09>

Meeting ID: 813 4499 5065

Passcode: 193860

Phone: 301-715-8592



NOTE: The "Automart" is maintained and updated by NVRG member Jim McDaniel. If you have a submission, update, or correction, please contact Jim at jim44mcd@gmail.com (email preferred) or cell: 202-409-4459. To be included in the upcoming issue, ads need to be submitted to Jim by the 18th of each month. ****NEW WANT AD GUIDELINES****: Ads expire after running for six months. The expiration date (the issue in which the ad last runs) is listed at the end of each ad. Expiring ads may be extended another six months at the request of the ad submitter.

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. (exp. 07/21)



1961 Ford Econoline Pickup: Just finished body and paint, engine runs great, extra parts, \$12,000. Call **Mike Gall** (in PA), 814-619-8193. (exp. 07/21)



1923 Ford Model-T Huckster: Parting out collection; museum-quality condition; asking \$17,000, email **Jim Chesley** at jchesley@aol.com. (exp. 07/21)



Three 1951 Fords: Two Victorias and one Tudor. Project cars. \$4,500 for all three. Call **Andy Miller** at 540-659-3023 for more info. (exp. 06/21)



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. (exp. 06/21)



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. (exp. 06/21)





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. (exp. 06/21)



1940 Ford Deluxe 5-Window Coupe. Fully restored w/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. (exp. 06/21)



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. (exp. 06/21)

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. (exp. 06/21)



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. (exp. 06/21)



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. (exp. 06/21)

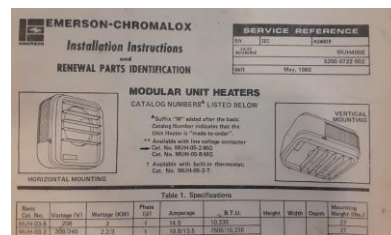


1953 Lincoln Capri Convertible and Coupe: Call for more info. **Mike Gall** 814-619-8193. (exp. 06/21)



PARTS & ACCESSORIES FOR SALE

Electric wall or ceiling mount heater: 240-V, 17,000 BTU. Has been in storage 20 years. Needs a cover plate for the thermostat control. \$30. Money back guarantee if it does not work. Email **Russell Brown** at dogbanner@gmail.com. (exp. 09/21)



Model A Ford Wheel Rims and Misc. Parts: I have about 25 Model A rims, some in good shape, some with rust. \$25 each. Also have lots of misc. Model A parts. Call with your want-list. **Benny Leonard**, cell: 703-863-814. (exp. 09/21)



Cabin Fever Sale: NOS running board 1939-'40 right side, \$495; 1949 Mercury chassis with engine & OD trans, \$495; 1953 Merc engine, complete with auto trans, \$995; 1941 NOS front fenders (top) – pair, \$495; 1938 NOS fender right front for standard, \$225; 1938 radiator (nice, no leaks), \$195; many 1935-36 parts. Trades considered for Ford V-8, '60s MoPar, Nash Metropolitan. **Jim Crawford** 301-752-0955. (exp. 08/21)



1949 Ford Truck Radiator: 6-cyl., \$85. **Ray Lambert**, 703-595-9834. (exp. 07/21)



Tires and Dollies: Two 750x16 tires (never mounted), \$30; Four automobile dollies, \$40. **Keith Randall**, mtvernonhouse4you@gmail.com or 703-913-5655. (exp. 07/21)



Misc. Workshop Items: Two steel auto ramps, \$20; Creeper roller seat, \$10. **Keith Randall**, 703-913-5655 or mtvernonhouse4you@gmail.com. (exp. 07/21)



Flowmaster Mufflers: Two Flowmaster 40 series mufflers (offset/offset oval 2.5", \$20. **Keith Randall**, mtvernonhouse4you@gmail.com or 703-913-5655. (exp. 07/21)



Misc. Tools For Sale: Mechanics tools; machinists tools; carpenters tools. Call for specifics and prices, **Bill Selley**, 703-679-9462. (exp. 06/21)



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. (exp. 06/21)



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. (exp. 06/21)



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 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. (exp. 06/21)



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 or 301-830-2198. (exp. 06/21)



Six-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. (exp. 06/21)



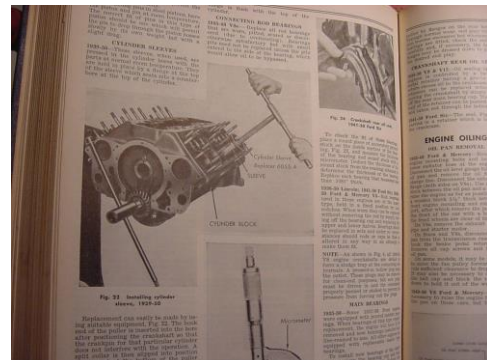
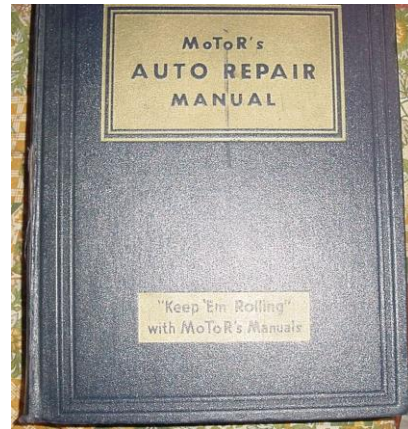
1940 Ford Diecast Model, 1/25th scale. Can't afford a '40 or '41 Ford pickup? Buy this metal scale model instead for \$10. **Milford Sprecher**, 301-830-2198, milford.sprecher@gmail.com. (exp. 05/21)



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, 540-925-2222 or text 540-309-7721. (exp. 05/21)



MoToR's 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. (exp. 05/21)



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. (exp. 05/21)

FOR RENT, Outside storage space for RV, car trailer, or boat-on-trailer @ \$125/mo. Location is Fairfax City area on a secluded property with an occupied residence on the premises. **Dave Henderson**, 703-938-8954. (exp. 05/21)

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 or 703-830-5597. (exp. 05/21)

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. (exp. 05/21)

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. (exp. 05/21)



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 (exp. 05/21)

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. (exp. 05/21)

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. (exp. 05/21)

Collection of 10 EFV8CA National Gear Shift Knobs. Circa 1978-2017. Asking \$50 for the lot. Call **Jason Javaras** at 540-786-5819. (exp. 05/21)

1935 Ford Transmission: This tranny came out of my 1939 green Ford pickup that clubber Gill Williams had built and owned with his son and Mr. Ed. Tranny is a little noisy with straight gears. It was removed from my '39, as the clamshells were loose and causing the u-joint to rub on them. Not knowing what was wrong, I bought another tranny to replace this one. All good now. Top is stiff. Contact **Clem Clement** at clem.clement@cox.net, phone 703-830-5597. (exp. 05/21)



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. (exp. 05/21)



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. (exp. 05/21)

Lincoln Cylinder Heads for 337 c.i. engine from a late 1940s F-7 truck. One pair. \$50. Call **Jason Javaras**, 540-786-5819. (exp. 05/21)

Black and Decker Valve Grinding Machine, \$150. **Steve Groves**, 301-530-7411 before 9:00 PM. (exp. 05/21)

1951-52 Ford F-1 Truck Rear Axle: Drum-to-drum with springs; no wheels. \$150. **Ray Lambert**, 703-595-9834. (exp. 05/21)

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. (exp. 05/21)

1935-40 Ford passenger car tailpipe, NOS/NORS. Never used, \$50. **Jason Javaras**, 540-786-5819. (exp. 05/21)

One pair 60-HP Ford Script Heads: NOS cast iron, best offer. **Leo Cummings**, RPMLHC@aol.com, cell: 571-212-7747. (exp. 05/21)

Three 24-stud Ford Script Heads, NOS, cast iron, best offer. **Leo Cummings**, RPMLHC@aol.com, cell: 571-212-7747. (exp. 05/21)

Eastern National Meet Goodies: Craftsman Tool Bag, \$5; Meet Gearshift Knob, \$5; Meet License Plate Topper, \$5; Compact LED Flashlight w/Clip & Magnet, \$5; Meet Pin, \$1, or free w/purchase of one or more other item(s). **Hank Dubois**, handcdubois@verizon.net or 703-476-6919. (exp. 05/21)

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. (exp. 05/21)

VEHICLES WANTED

Driver quality 1935-36 Pickup: Contact **Nick Arrington**, nta1153@verizon.net or 703-966-8422. (exp. 05/21)

PARTS & ACCESSORIES WANTED

Wanted: Rear Spring Bars: Spring bars are the part that goes on the bottom of the spring and which the two U-bolts go through. Several years/models will work. The holes for the U-bolt should be 3.5" apart. Contact **John Ryan** at john@ryanweb.com or 301-469-7328 or 240-271-4097. (exp. 08/21)



Wanted: Inside Door Handles for 1932 Closed Car: Original Ford, not reproduction. Contact **John Ryan** at john@ryanweb.com or 301-469-7328. (exp. 06/21)



Wanted: Tie-rod for 1928-34 Ford: Contact **John Ryan** at john@ryanweb.com or 301-469-7328. (exp. 06/21)



Wanted: Set of 1937 to 1948 Ford front hubs: Bearings and studs not required. Contact **Ed Mascali** at 703-893-6429. (exp. 05/21)



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. (exp. 05/21)



Wanted: Air filter to fit '37 V-8 in usable condition. Call **Nick Arrington:** 703-966-6422. (exp. 05/21)



Wanted: Old junk flathead distributors for parts. **Cliff Green,** dcliftongreen@gmail.com. (exp. 05/21)



Model A Parts Wanted. Non-member friend of a member is looking for some Model A parts: Pickup bed for 1928 to early 1931; / Pair of rear fenders for pickup, coupe, or roadster; / Pair of 1931 splash aprons; / Left fender spare tire carrier with brackets. Send email to gcluster@rockingham.k12va.us. (exp. 05/21)



Inside door handle for 1935 Ford Tudor sedan. Contact **Von Hardesty** at hardestyv4@gmail.com or 540-908-0295. (exp. 05/21)



1933-34 Ford rear end wanted. Call **Mike Kirkendall,** 325-280-6052. (exp. 05/21)



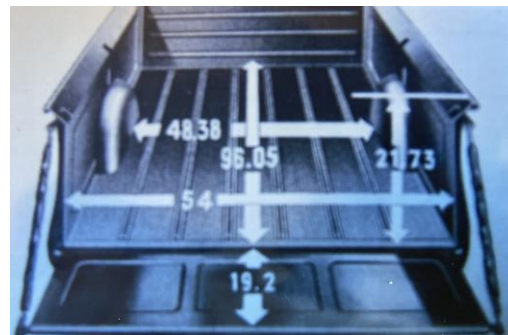
1939 Ford Pickup BED wanted. Complete bed assembly needed. If you have a bed, or parts of one, call Long Island Club member **George Vitaliano** at 914-664-5040 or email his wife Nancy at nancyvitaliano@icloud.com. (exp. 05/21)



1951 Ford station wagon sway bar. **Steve Groves,** call 301-530-7411 before 9:00 PM. (exp. 05/21)



WANTED: 1950-51-52 Ford pickup 8-foot bed. Dimensions in photo below. **Ray Lambert,** 13212 Occoquon Rd., Woodbridge, VA 22191, 703-595-9834. (exp. 05/21)



1940 Ford Heater Switch for hot water heater. **Bill Chaney,** flihi@cablefirst.net or 804-776-7597. (exp. 05/21)



1935 Ford closed car: the radio speaker with cable and connector to the radio box. **Jim Eberly**, 301-689-9420 or Jeberly4@comcast.net. (exp. 05/21)

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. (exp. 07/21)



Two 16" 8-Lug Wheels Free: Non-split-rim, fits 1948-52 Ford F-2/F-3 trucks. **Ray Lambert**, 703-595-9834. (exp. 05/21)



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 or 202-409-4459. (exp. 07/21)



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. (exp. 05/21)



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. (exp. 05/21)

Spring Swap Meet



Shine & Show

April 23 & 24, 2021

10am - 8pm

2181 Rotunda Drive • Auburn IN, 46706

Automotive Parts, Tools & Automobilia

Free 10' x 20' space with Membership
Any Additional Space \$20

Annual Membership Fee \$25

Pre-registration Preferred
Call: (260)927-8022

Setup April 22 &
April 23, 7am - 10am

Primitive Camping available

Free to the Public

All makes and models welcome



Contact Early Ford V-8 Foundation
Museum for more Information @
(260)927-8022
info@fordv8foundation.org

Food • Drink • Music



NVRG 2021 Calendar



April	
13	Virtual Membership Meeting – 7:30 PM – Via Zoom. Program: Antique Cars Financial Affairs: Insurance – Bill Simons; Tax Implications – Wayne Chadderton; Cleaning House – Nick Arrington.
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
23	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
May	
11	Virtual Membership Meeting – 7:30 PM – Via Zoom. Program: Steering Column Bracket and Ignition Switch Basics. Presenter: Stan Johnson.
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
25	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
June	
8	Virtual Membership Meeting – 7:30 PM – Via Zoom. Program: Vagabonds: Ford, Edison, and Firestone’s Adventures. Presenter: Dave Gunnarson.
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
29	NVRG Board of Directors Meeting – 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 21](#) for information on the April membership meeting.

Down the Road



More fun club events

Valve Clatter Content Coordinators

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

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5 Locations!

<p>Alexandria 7001A Manchester Blvd Alexandria, VA 22310 703-719-7606</p>	<p>Chantilly 14510 Lee Road Chantilly VA 20151 703-646-8260</p>	<p>Fairfax 11611 Lee Highway Fairfax, VA 22030 703-272-3216</p>
<p>McLean 1387 Chain Bridge Rd McLean, VA 22101 703-356-7730</p>	<p>Merrifield 2733 Merrilee Drive Merrifield, VA 22031 703-646-8270</p>	


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Domestic

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Wayne R. Judd
President/ASE Master Technician



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NVRG Car of the Month
Jason Javaras « 1947 Ford Super Deluxe Sedan Coupe



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