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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. 5, May 2021

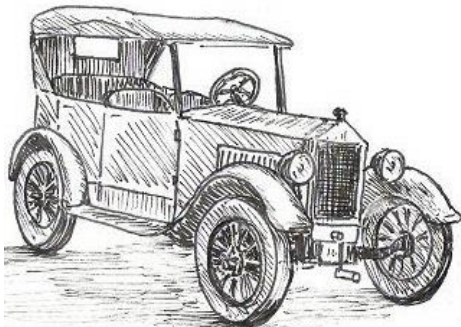
Editors: Nick Arrington & Stephanie Beavers

COVID-19 Issue #14

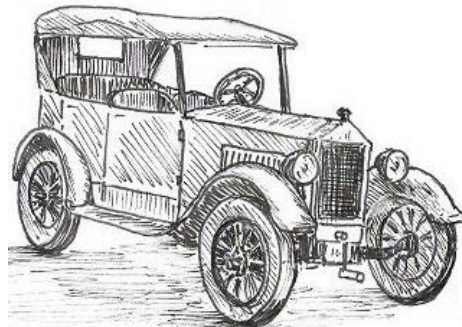
April Membership Meeting

An April Trifecta

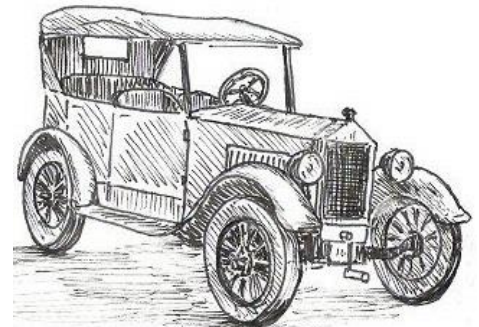
Presented by Bill Simons, Wayne Chadderton, Nick Arrington / Reported by Jim LaBaugh



INSURANCE



TAXES



SALES

The NVRG's monthly meetings commonly feature one main topic or presenter or occasionally two. In the case of the NVRG April meeting, attendees of the virtual Zoom event hit the jackpot, with presentations by Bill Simons on insurance, Wayne Chadderton on taxes, and Nick Arrington on "cleaning house" (i.e., car sales). Each presenter has decades of professional experience in their respective topics. Their focus on the key aspects of each topic, based on many years of experience, was greatly appreciated by meeting attendees.

Up Front with the President

May 2021



President's Message May 2021

We lost valued friend and strong EFV-8 supporter Jim McDaniel on April 15. The many online tributes to Jim reflect the strength of his character and his bond with the NVRG community. This issue of the VC includes a thoughtful tribute to Jim by Bill Tindall. We also purchased a brick at the EFV-8 Foundations in his memory.

I participated in a Zoom meeting at the end of March with John Caldwell, the national president of the EFV-8 Club; the national board of directors; and about 30 regional group presidents. Two topics dominated the meeting: the national club's COVID policy and membership. As promised at the meeting, National released (on April 9) a revised policy regarding COVID-19. The new policy simply requires that Regional Groups adhere to all national, state, and local requirements when holding events and that all liability is with the RG – a significant relaxation of the previous constraints placed by National on RG activities.

The national board is working to increase membership in response to its slow but steady downward trend – a 24% overall drop in members since 2011! Immediate actions include a member recruiting contest among RGs and paid advertising in national antique car publications. National is planning other initiatives and is open to suggestions from the RGs. The NVRG board would also like to hear your ideas about increasing membership – please contact our membership chair Gay Harrington.

The NVRG Board of Directors consists of dedicated folks who make this great club function on a day-to-day basis. A couple of additional board members are needed to ensure that NVRG can continue to deliver value to members. Please consider joining the board – talk to any current board member to see what's involved.

Our next membership meeting will be on Tuesday, May 11, at 7:30 PM. A short business meeting will focus on voting on the proposed changes to the NVRG bylaws presented at the last two monthly meetings. The program topic is "Steering Column Bracket and Ignition Switch Basics" by Stan Johnson. 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, May 11, 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

Insurance

By Bill Simons



Bill Simons focused on three key elements of the sphere of insurance particular to Early Ford V-8 owners: coverage the Early Ford V-8 Club of America has for all members, coverage the national club offers for regional groups, and personal antique automobile coverage. (For the purpose of full disclosure, Bill mentioned he is a volunteer coordinator of insurance for the national club, serving as a middle man between J.C. Taylor Insurance and the club. He does not handle claims made against the club; that is done by J.C. Taylor, and no claims have been filed in the past 12 years.)

Bill noted the general liability coverage for \$5M provided by the national club for itself and the regional groups is paid by the national club. This includes negligence-based bodily injury and property damage to any third party occurring at any Early Ford V-8 event. Full defense coverage is included, even in the case of frivolous or nuisance claims. The national club also provides certificates of insurance when a hotel or other venue requires such proof of insurance. In the case of accidents involving cars at an Early Ford V-8 event, those are not covered by the national policy; those fall under the purview of an individual owner's insurance coverage.

Regional groups can pay a premium to the national club for additional coverage. That covers directors and officials of regional groups for liability in cases of wrongful acts, bad decisions, and breach of fiduciary duties. Examples of these include: conflicts of interest, fraudulent financial activity, violation of bylaws, sale of club assets for a minimal price,

providing false or misleading reports. The cost per year for this premium is \$140 for \$2M of coverage.

In the case of insurance for an individual's early Fords, Bill made clear that people should not use their homeowners or regular automobile insurance for coverage. Instead, it is key to use one of the independent insurance brokers (e.g., J.C. Taylor, Grundy Insurance, Hagerty, American Collectors Insurance, Heacock Insurance), to insure their antique or classic cars. Bill indicated definite advantages resulting from using one of these independent brokers instead of a regular auto insurance company. First, claim adjustment – you can go to your own shop and repair person to get the work done, rather than having to take it to a place dictated by an insurance company. Second – the adjusters are experienced with antique and classic cars. Third – agreed amount; that is, what you state is the value of the car, and pay the premiums for that amount, is what you will be paid if the vehicle is totaled. Also, most of the specialty independent brokers have no deductible.

Bill recommends purchasing a combined single liability limit of at least \$500K for bodily injury and property damage. It is also useful to have an umbrella policy for catastrophic situations, which usually cost around \$200 per year for an additional \$1M coverage. Some brokers can include towing within 50 miles for about \$10–12 a year.

Independent insurance brokers have restrictions on use. For example, the vehicle cannot be used as a daily driver. Allowed are Sunday drives on nice days and road tests, in addition to club functions and similar car events. Some brokers have mileage limitations for use during a year. Therefore, it is important to *read your policy*. Pay attention to exclusions and be aware of them. Shop around; there is competition among the five specialty insurance brokers.

Some of the companies only insure cars that are running, not those under restoration. For those with parts and pieces of cars in their garage, consult your homeowners policy. Such items fall under personal property – the parts are not the vehicle. Some independent brokers, but not all, offer riders for parts. Again, it is useful to compare what the specialty companies offer. Regular homeowners policies don't cover engines, tools, etc. If excluded, try to get such things added as part of the personal property covered by your homeowners policy.

Taxes

By Wayne Chadderton



Next on the program was Wayne Chadderton's presentation on tax implications. His focus was on four things: the cost basis of the vehicle, what happens when the vehicle is sold, passing the car to heirs, and donating your vehicle to a museum.

Wayne indicated your car is a capital asset and, in most cases, its disposition at a gain in value will be taxable and a loss will not be deductible. Wayne first explained the term *cost basis*. He indicated that, to calculate your basis, you start with the original cost of the car and add improvements you make to it; adding that, in the car hobby, the labor you personally put into the car does not count in the determination of the cost basis of the car. He also indicated that repairs do not increase the basis unless the original cost of the part is removed, in which case the cost of the new part can be added.

He next explained how to calculate the gain or loss if the car is sold to a third party. The net sale price determines if there is a gain or loss. The net sale price is the gross sale price minus commissions and other costs associated with selling the car minus your basis in the car. If the net amount received by the seller is more than the original purchase price, there is a capital gain – subject to a 15% or 20% tax rate, depending on the seller's taxable income. Capital losses on vehicle sales are not deductible.

When a vehicle is passed to heirs of the car's owner, the fair market value at the time of death determines the cost basis of the car. The cost basis for tax purposes is the value at the time of death, not the original owner's cost basis for the car. If the heirs then sell the car, they don't have a capital gain unless they sell the car for more than the fair market value at the date of death. In any event, Wayne

noted the importance of having an attorney specializing in estate law handle the estate. At present, estates valued at less than \$11M are not subject to estate inheritance tax, but that might change to \$3.5M in the future.

For purposes of donating a car, to avoid tax issues, the receiving charity must be a 501(c)(3) organization registered with the Internal Revenue Service and in good standing. It helps to deal with an attorney when donating a vehicle to make sure the transfer of ownership is done correctly – proper transfer of the title matters. Having the vehicle appraised by an independent appraiser is useful when determining the fair market value of the vehicle being donated. If the value is more than \$5,000, an independent professional appraisal is required and IRS Form 8283, Noncash Charitable Contributions, must be filed with your tax return in order to claim the donation as a deduction.

There are two qualifications you must meet in order to deduct contributions such as donating a car. You must be able to itemize your deductions and the contribution cannot exceed 50% of your adjusted gross income. You also need to make sure you have a contract with the charity stating that they will not sell the car before three years from the date the charity received the car. If it is sold by the charity, you may incur a tax liability based on the sale price they receive for the car.

Other information that may be informative are IRS Publications 561, Determining the Value of Donated Property; 526, Charitable Contributions; and A Donor's Guide to Vehicle Donations. In all cases, *read the instructions*.

Sales: Cleaning House

By Nick Arrington



Nick Arrington began his presentation by naming three methods of disposing of a vehicle or vehicle collection: 1) private party sale, 2) consignment, and 3) auction.

In the case of a private party sale, placing an ad in print media or online keeps marketing costs reasonable. A disadvantage is the time frame. It may be some time before the ad gets attention and produces a prospective buyer. Working with the prospective buyer to figure out what is a fair price can also take some time.

Consignment sales are handled by specialty consignment car dealers. Some of those dealers are located in Virginia and Maryland. When considering a consignment sale, it is best to sit down and discuss what is involved with working with them. Consignment dealers will want an aggressive response – signing with them as soon as possible to initiate the sale process. The pitfall is that the seller will need to find a consignment car dealer well versed in selling the type of car being sold. Don't use a regular car consignment dealer; you need one who sells Early Ford V-8s.

An advantage to using a consignment sale is that the vehicle is offsite (not in your garage) where the dealer represents the seller. A disadvantage is that the commission for the sale can run between 5% to 20% of the selling price of the car. The seller might also be charged for marketing. Therefore, it is important to check out the consignment dealer, obtain references, and have a contract that specifies a budget, marketing costs, commission costs, and the time frame in which the seller gets paid. A pitfall is that, if the consignment dealer takes a car in trade for the seller's car in lieu of a cash sale, the time of payout to the seller can be extended. Another possible disadvantage is that a consignment sale can take as long to complete as a private party sale.

Auctions are a third option for selling the vehicle. Nick noted that the auction industry has changed quite a bit in the past 15 years. Similar pitfalls and advantages exist in using an auction as occur with consignment sales. For the sale to go well, it is best to use an auctioneer well versed in the car being sold. An auctioneer specializing in antique furniture is not the one to auction an antique or classic car.

Many auctions have become well known in the past 10 years. They include Barrett-Jackson, Mecum Auctions, RM Auctions. Other auctions are more

local. In any case, it is important to really check references no matter which auction is used. Ensure that the sale is subject to the seller's approval, either in person or on the phone. You, the seller, and the auction need to be on the same page as you get to the end of the sale. Be aggressive on what you want as a minimum bid – the reserve. (Never sell a car at auction with no reserve.) Yet, if the reserve is too high, it might not be met, in which case you end up with no sale.

In terms of marketing, it is reasonable to expect good exposure to a wide market in an auction. An advantage to an auction is that it is fast and focused. The seller dictates the terms under which the auction will take place; make sure to get the terms in writing. It is important to *read the contract*. Disclosure clauses are important, such as selling the car "as is." It is also good to know what happens if the car is damaged at the auction before the sale takes place.

Disadvantages to an auction include the commission as well as the cost to transport the vehicle to the site of the sale. Exposure at auction with competing bids, thereby increasing the price, helps a bit to offset the cost of the commission. Also, some people pay the auction to get the car bumped up to prime time for the greatest exposure. Each auction company is different and experiences with auctions can vary greatly – some negative and others positive. Consequently, it is important to do the homework to find the auction with the better references.

At an auction, bidders need to be qualified to buy a car, that is, they have enough funds and their ability to pay is documented and the amount they are able to pay is pre-approved. Bidders need to bring a letter of their qualifications to the auction in order to receive a bidding card. In some auctions, a bidder needs to make a pre-auction deposit to participate. Such deposits help keep out bidders who are just tire-kickers – those who are not serious bidders.



At the end of the evening, the theme common to all three presentations was to *read the fine print* when it comes to insurance, taxes, and sales. In spring, when everyone typically focuses on doing things to get their Early Ford V-8s on the road, the April meeting was a great reminder for members to also be aware of the paperwork side of the hobby that makes enjoying the cars possible, both now and for future generations. Finally, many thanks again to Bill, Wayne, and Nick for a great April program.

LOST... AND FOUND?

By Colin Spong

I am one of the small group of volunteers who are now working at the local transport museum with a view to reopening sometime in June. We all observe the rules on distancing and wear masks. The winter was so very cold and wet that I didn't get very much done in that period. Towards the end of last year, I finally got the stainless steel mouldings for the running boards and skirts for the 1938 LZ Convertible, which were made by a highly skilled craftsman. Fitting them was difficult, as the running boards are curved and mouldings were straight. I very slowly eased them into shape using the clips that I had made and a number of small clamps. Too much force at any one time and a kink would be the result. Happily, my careful approach worked and they are now in place. Not a job that I would want to repeat.

Please see the photos of a civilianised C11ADF. This featured in several British "B" movies of the 1950s produced by Tempean Films. I did some research on them and it seems that the company was set up in 1948 by Robert Baker and Monty Berman, who had been film producers for the War Office in WW2 working on films in the Western Desert. Perhaps that might have influenced their use of an ex-Army C11ADF. By chance, the registration number (licence plate) is from the county of Essex where we live and the records are held in the local Archive Office, which I will investigate once the office reopens after COVID.

Could this be our C11ADF which lost its original number plates?





COVID MAKES THE ROUNDS

Carousel Gets COVID

By Dave Westrate

A few years ago we wrote a story in the *Valve Clatter* about how our car club member Eric Sumner restored a 1920s carousel at Frying Pan Farm Park in Fairfax County, VA. Parts from other carousels have been incorporated over the years. The park is a fully functioning farm with equipment and features from the 1920s through the 1950s. It is maintained in the same way as it was operated all those years ago. One of Eric's functions is to maintain 50 pieces of antique farm equipment that are used on the farm.

While the farm was closed for much of last year, it was opened partially with COVID protocols. It has always been a very popular place with families with young children, but with the schools closed it was a perfect destination for parents trying to get their kids out of the house. Well, after every ride, the carousel operators had to wipe down the carousel, including the poles that each of the horses are attached to. The disinfectant caused the paint on the poles to peel. Eric had to disassemble the whole carousel again and repaint the poles. He was recognized for his extra effort on the park authority's social media accounts.

This time of year is always fun at the farm as the farm animals are giving birth to this year's crop of new offspring. Sheep, pigs, chickens, and a new calf have arrived to entertain the visitors. It is fun to see how a farm operated back in the day and the crops will be growing soon.



Carousel horses ready to be reinstalled.



Flock of chicks.



New piglets.



Hokie's calf.

FORD GIVES AGAIN

A friend recently told me of a story of how Ford discovered a forgotten hoard of old leather upholstery hides during a building renovation project. I found the following press release from Ford and a separate photo of part of the discovery. I was impressed with how Ford handled the disposition and heartened that there is a bit of corporate conscience still remaining. I'll also admit to a bit of disappointment that the leather wasn't left over from the Early Ford Flathead era.

FORD DONATES MORE THAN \$100,000 OF LEATHER HIDES TO DETROIT SMALL BUSINESSES SUPPORTING VETERANS, VICTIMS OF ABUSE

DEARBORN, Mich., March 24, 2021 – Detroiters will soon be able to buy premium leather goods created from high-end Ford vehicle interiors like the Ford F-150 King Ranch and the Lincoln Navigator – and their purchases will help those in need.

It's all because of a major cleanout at the Ford product development center, which is being razed to pave the way for Ford's campus of the future. Machinery, old prototypes and other materials sitting in the basement are being moved out, but a handful of these items will see a new lease on life as Ford finds donation destinations.

A major discovery during cleanout was \$100,000 worth of leather hides. This assortment was used by the Ford color and materials design and fabrication teams to create interior prototypes – for both popular vehicles like the Ford Escape and Ford Explorer,

to premium ones such as the Ford F-150 King Ranch and Lincoln Black Label Navigator. A variety of leathers in colors such as Ebony and Cashmere, as well as King Ranch Red premium hides are being donated and upcycled.

When color and materials designers order leather hides to build seat and interior prototypes, they order extra for trim, seat patterning and creative exploration. Extra hides are needed in case mistakes occur or new ideas are explored, so often there is a small surplus left over.

"This is a unique situation where we are able to donate bundles of real, automotive-grade premium leather to small businesses in Detroit," said Jim Conner, 3D process director. "We're excited to see these leather hides that were collecting dust in the basement be put to good use by impactful businesses in the community."

Ford Fund, the philanthropic arm of Ford, identified the two small businesses for the donations – [Pingree Detroit](#) and [Mend on the Move](#). Pingree Detroit is a worker-owned, social impact company founded in 2015 that uses high-quality leather reclaimed from the Detroit auto industry to make boots, wallets and drink coasters. The company employs veterans and Detroiters to help them earn a living wage and learn skilled trades. Mend on the Move is a nonprofit social enterprise that employs women survivors of abuse in Metro Detroit. The women earn an income creating jewelry and leather goods to help promote independence and healing.

"As an emerging worker-owned design and manufacturing cooperative born and raised in Detroit, relationships continue to be our strongest currency," said Jarret Schlaff, co-founder and CEO of Pingree Detroit. "This donation and the ongoing support by Ford make all the difference for our team of veterans and Detroiters as we work to create products and solutions that make our neighborhoods stronger."



IN MEMORIAM

Why NVRG Members Like Jim McDaniel Will Be Missed

Without a doubt the United States is going through interesting times. The polarization seen today is challenging to family, religious, government, and social structures. But is this polarization important to the NVRG? Today the NVRG is experiencing stability and not some of the issues plaguing most organizations. Why? It is because people like Jim McDaniel personify what it means to give a lifetime of service to his cherished wife, God, family, country, and especially his extended family in the Freemasons and in the NVRG. Jim served the NVRG well for 30-plus years, using his military and government experiences to demonstrate that membership is more than paying dues; it is a commitment to make it better.

Jim did not see life as an idle event; rather, he grabbed onto it, gave it a good shake, and often experienced things twice. Some examples of Jim's twofers include being shot down twice in Vietnam, (both times in the same aircraft); flying two types of aircraft: helicopters (Army Hueys UH-1s) and fixed wing aircraft (Beechcraft); having two long and successful careers (the military and FAA); and having two college degrees (BA, MS). In addition, he had two long and successful careers as an Instrument and Flight Instructor (military and civilian). Jim and Char had two sons (Scott, Mason) to which he was a great role model as a father. Jim also had two women he loved dearly (Char, his wife of 52 years, and his granddaughter, Stella); two grandsons (Dannie, Robert); two Early Ford V-8 vehicles (the '51 Sheriff's car and his '51 Pickup); and two organizations that reinforced his moral approach to life (NVRG and the Freemasons). Jim even served twice as NVRG's president. Finally, Jim once wrote an article on how to mitigate the dread of Vapor lock and it was printed twice (Valve Clatter and V-8 Times).

Two events remind us of Jim's ability to get lost in thought. On our V-8 tour to Lake Tahoe, Jim lost more than two coffee cups by placing them on the roof of the sheriff's car, causing him to christen the car with coffee a short while later. But his life was more than twofers. One day, in Nebraska, Jim asked

if he could lead our caravan using his latest cell phone. In Nebraska, we learned the shortest distance is not always the quickest nor is it on a nicely paved highway. Finally, Jim loved kids. More than once, Jim let a kid jump into his sheriff's car and blow the siren or flick the lights, believing he was helping develop the next generation of V-8 enthusiasts.

We may never know why, at this pivotal time in our country's history, there is so much polarization, nor why St. Peter called Jim to his celestial home all too soon. Perhaps Jim was needed to bring his unique and special talents up to heaven, or to cause us to pause in these troubling times and think about the contributions Jim made to his earthly home – especially his love of the brotherhood/sisterhood of the NVRG, his love of a kind and gentle woman, and especially his love for a country to which he gave so much.

I would like to think Jim's passing is an opportunity for each NVRG member to ask: What am I going to do to live up to Jim's example of giving back? How can I make the club better than when I first joined? The NVRG membership is about 130 strong and likely one of the largest and most active V-8 clubs in the country. It has many members like Jim who contribute to its growth and activities. So, ask yourself if you are one of them.

Finally, Jim was fond of quotes and knew one that relates to the NVRG: *"Coming together is a beginning; keeping together is progress; working together is success,"* by Henry Ford. So, let us all work together, as Jim would have us do, and, perhaps a bit of that polarization dividing America today can be reversed, we can enjoy continued NVRG success. If we do, we may see more twinkle in the eyes and infectious smiles that so endeared us to Jim. (See photos next page.)

Sincerely,
Bill Tindall (NVRG member since 1983)

Editor's Note: While I never had the privilege to meet Jim, I worked with him monthly to put together the VC Automart. He was always a pleasure to work with and clearly dedicated to getting things just right. I extend my sympathy for the club and his family's loss.

Stephanie Beavers



Jim and his Attack Helicopter in Vietnam. He was known as Shark 4.



Jim as a proud grandfather and with his granddaughter Stella who is having trouble naming that tune.



Jim's iconic 51 Sheriff's cruiser. Jim learned it was against VA law to have the word "Police" on his car but the word "Sheriff" was okay.

More On Jim McDaniel's Life

By Ken Burns

Many of us knew Jim fairly well, but for those of you who have only a passing acquaintance with him, read on.

Jim and I had a lot in common: we were both helicopter pilots in Vietnam (Jim in-country, flying Army Hueys, and me, flying Navy Combat Search and Rescue SH-3s from ships in the Gulf of Tonkin); we were both flight instructors; we both also flew fixed wing aircraft; we both graduated from state universities in Florida (Jim loved the Seminoles); and the list goes on.

We both built reunion websites for the units we served with in Vietnam (if it's not written down; it's forgotten). Through this common bond as webmasters, I knew that Jim had shared his story with the world on the 174 Army Helicopter Company website. I think he'd want all of you to know it also.

Link to website: <http://www.174ahc.org/bio-01.php>



MAY 2021 VIRTUAL MEMBERSHIP MEETING STEERING COLUMN BRACKET AND IGNITION SWITCH BASICS

Stan Johnson has recently repaired and restored a 1932 steering column "drop" bracket. Though small, this part not only supports the steering column, it also locks the steering column and turns the ignition on and off. His presentation will show the features and functioning, most of which is common to all '32-'48 Fords. The ignition switch is composed of several lightweight components which can malfunction and cause the car to refuse to start. Knowing what's inside may come in handy.

Stan is a long-time member of the local Model A Club and past President of the Model A Ford Foundation, the organization that built the Model A Museum in Michigan. When in high school, Stan did Dirt Track Stock Car Racing with a 1937 Ford but straightened up and went on to retire from the U.S. Army Corps of Engineers as a colonel. He is currently building a 1930 Ford Roadster with a flathead V-8 engine and transmission.



Zoom Meeting Details:

Date and Time: May 11, 7:30 PM

Link to join Zoom meeting: <https://us02web.zoom.us/j/82282923007?pwd=ZnpXOXVn-TUp5OXNuSDVXeVhXTmM2Zz09>

NEW WANT AD GUIDELINES

Automart ads are published free of charge and photos to accompany ads are encouraged. Given their popularity, the ads now occupy the most space in each issue of the Valve Clatter. To better manage and maintain this worthwhile service, the board of directors has established new ad guidelines.

GUIDELINES:

- New ads will expire after running six months. The expiration date (the issue in which the ad last runs) is listed at the end of each ad.
- Ads should be reviewed and changes submitted prior to the expiration date. Each expiring ad may be extended another six months at the request of the ad submitter.
- Ads over six months old as of the April 2021 issue are automatically extended 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 canceled or updated as appropriate.
- Where an ad has multiple items for sale/wanted, the submitter should update the ad to remove items no longer offered or requested.
- Ads are not limited to only EFV8CA or NVRG members. All ads are given consideration as to if the item offered will benefit club members. All accepted ads must follow the same guidelines.

For help, contact Nick Arrington at nta1153@verizon.net.

Northern Virginia Regional Group *Automart* (Buy, Sell, Trade)



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 jimdancd@gmail.com (email preferred) or cell: 202-409-4499. To be included in the next issue, new or changed ads need to be submitted to Jim by the 28th of each month. Photos are acceptable for ads and will be included as space permits.

VEHICLES FOR SALE

1984 Mustang SVT: 53,000 miles, new rebuilt (turbo) engine, nice body, \$6,500. Call Mike Gall (in DC) at 410-419-0129. 05/21/21





NOTE: The “Automart” is maintained and updated by NVRG member Nick Arrington. If you have a submission, update, or correction, please contact Nick at nta1153@verizon.net. To be included in the upcoming issue, ads need to be submitted 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

1923 Ford Model-T Huckster: Parting out collection; museum-quality condition; asking \$17,000, email **Jim Chesley** at jcchesley@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)



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 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)



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)

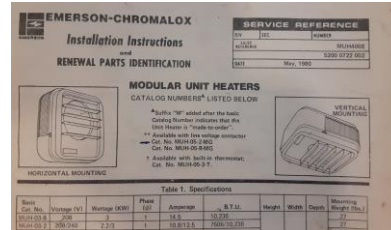


1933 Ford 2-door Sedan: Has a 1936 engine (LB block) with aluminum heads and intake by Monterey Speed & Sport. Is a copy of the old Eddie Meyer flathead speed equipment (but is a new casting). \$35,000. **Ray Lambert**, 703-595-9834. (exp. 06/21)



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)



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)





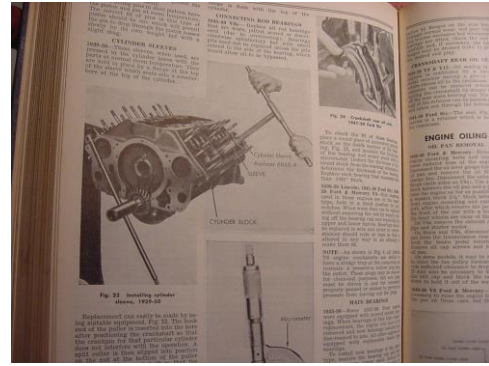
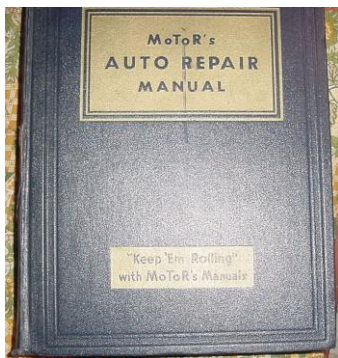
1940 Ford Diecast Model, 1/25th scale. Can't afford a '40 or '41 Ford pickup? Buy this metal scale model instead for \$10. **Milford Sprecher**, 301-830-2198, milford.sprecher@gmail.com. (exp. 05/21)



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)



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. (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 gcuster@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)

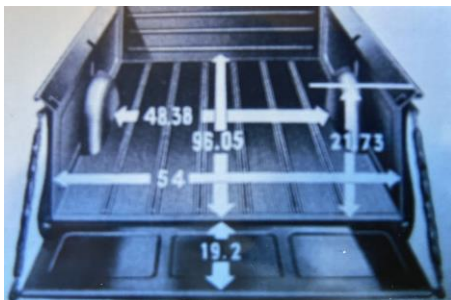
1933-34 Ford rear end wanted. Call **Mike Kirkendall**, 325-280-6052. (exp. 05/21)

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 Occoquan 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. **Char McDaniel**, charmcdaniel@gmail.com. (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)



NVRG 2021 Calendar



May	
8	Spring Reliability Run and Picnic – Scenic drive and picnic. Rain date May 15
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: Henry Ford at Richmond Hill. 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.
July	
13	Virtual Membership Meeting – 7:30 PM – Via Zoom. Program: Ford Libraries and Other Resources. Presenter: Ken Burns.
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
27	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

We Are Hitting the Road Again! – Spring Reliability Run and Picnic

The first NVRG Tour in well over a year will take place on May 8, with a rain date of May 15. Planning is well underway for a scenic drive through the Virginia countryside, with a bring-your-own picnic at a beautiful, private rural Virginia site. So, save the date and get your V-8 checked out and serviced for what will be a great time. Further details will be provided via email through the NVRG listserv.

Save the Date!



May 8 (rain date May 15) – Spring Reliability Run and Picnic. Check your email for details.

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	Nick Arrington	nta1153@verizon.net
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!

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<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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NVRG Car of the Month
Al Mason « 1934 Ford Deluxe Roadster



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