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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. 6, June 2021

Editors: Nick Arrington & Stephanie Beavers

COVID-19 Issue #15

May Membership Meeting

UNDER LOCK AND KEY

Reported by Hank Dubois

HENRY'S AMAZING STEERING COLUMN BRACKET



Multi-functional, security and convenience

Presented by Stan Johnson

At our May Zoom Membership Meeting, we were treated to a very interesting and somewhat different program involving the repair and restoration of a fairly complex V-8-specific mechanism (ignition switch/column lock) for use in a Model A, that is, a '32 look-alike A-V-8 Roadster! Stan Johnson, longtime Model A Club member and NVRG member for the past four years, has been busy putting together a flat-head V-8-powered '30 Model A Roadster in his garage at home in Springfield, VA. The car is being built to relive memories of a similar project that Stan and his father constructed back in the 1950s – a '29 Roadster P/U with flathead V-8 power.

Up Front with the President

June 2021



President's Message June 2021

There are some signs that we are slowly getting back to normal. Although the Nottoway House is still unavailable for our monthly in-person membership meetings, other events happening to speed the transition away from COVID claustrophobia.

Spring Reliability Run and Picnic: Thanks to Art, Sue, and Steve Zimmerli, and Nick and Kathy Arrington for hosting this event on May 22. Kudos to Hank DuBois for organizing such a great start to the driving season. Ken Burns has a write-up in this issue and has posted a video on the NVRG website.

Carlisle Ford Nationals swap meet: Several members plan to attend this mega-meet on Friday June 4. Contact your buddies and carpool up. You'll likely run into a number of other NVRGers there.

Early Ford V-8 Club's National "Drive Your V-8 Day": This event is always held on the third Saturday in June. NVRG will be participating by holding a driving tour – however, our tour will be on Friday, June 18 to avoid congestion. See the notice in this issue.

Caffeine Double Clutch breakfast: The next CDC is scheduled for Wednesday, June 9, 2021, 9 AM at the Fair Oaks Silver Diner. This event, held regularly (pre-COVID) on the second Wednesday of the month, brings a diverse group of people from NVRG, the Model A Club, etc. for breakfast and socializing. See the calendar for details.

At last month's membership meeting, members voted on the proposed new NVRG bylaws per the required adoption process. The 16 members attending the meeting voted as follows: for adoption – 15, against adoption – 0, abstain – 1. The bylaws are thus approved and in force. Thanks to everyone for participating.

Our next virtual membership meeting will be on Tuesday June 8 at 7:30 PM. The program topic is "Henry Ford at Richmond Hill" by Dave Gunnarson. Zoom login information will be sent out by Dave in advance of the meeting. I look forward to seeing you there.

Best V-8 wishes,

John

zoom
Membership Meeting
Tuesday, June 8, 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

Meeting, cont'd.

Stan started by giving us a little background on himself, what led him to his current project, and how the subject of the night's program fit into that project. Stan grew up in the '50s in Northport, WA, a small town on the upper Columbia River in the extreme NE corner of the state, and was involved in old Fords from the get-go. He and his best friend were involved in stock car racing on a 3/8-mile dirt track with a flathead-powered '37 Ford Tudor. The car originally had a 60-HP engine and Stan said its 4.44 rear axle was perfect for the track. Engines got a real workout on the track and required rebuilding or replacing about every week, so Stan really got familiar with the innards of the flathead V-8!

During this time, Stan also owned three different Model As, with the third being a '29 Roadster P/U that he and his father "upgraded" with a flathead V-8. That vehicle became pretty well known in the area, and Stan's father received constant inquiries about it after Stan went into the US Army after graduating from college and ROTC. Stan agreed to sell it after a while since he had become interested in British cars. However, the memories of working on that modified Model A with his father remained with him. Fast-forward to Stan's retirement from the US Army, after which he owned several Model As and became very active in the Model A Club to the extent that he became President of the Model A Ford Foundation and was instrumental in bringing about the National Model A Ford Museum, which opened in 2013, at the Gilmore Automotive Museum in Hickory Corners, MI.

From his youth, Stan has had a love affair with the '32 Roadster but has never owned one. In order to satisfy that longing and to recreate some of the memories he had of working with his father on that A-V-8 '29 Roadster P/U, a plan emerged in Stan's mind. The plan called for using a spare '30 Roadster body that Stan had tucked away in a shed, a good running '47 59 AB engine that he had found on Michigan's Upper Peninsula while working on the Model A Museum effort, and a variety of other early Ford parts to create a '32 look-alike A-V-8 Roadster. The car would have a '32 grille shell, '32 gas tank, and '32 bumpers so that, from the front or rear, it would look a lot like a '32 Roadster. The interior would feature a '32-style dash panel from Brookville Roadster and a '32 column drop/lock/ignition switch, so it would also look a lot like a '32 Roadster. The all-Ford

A-V-8 plan/project would also feature a '39 transmission, '35 16" wire wheels, '41 hydraulic brakes and, '51 F-1 P/U steering, all to enhance handling and performance. Stan admitted that this plan/project was a far cry from the usual Model A preservation mindset but it was an itch that needed to be scratched and, besides, no chopping/channeling would be done and all modifications to the Model A Roadster body and frame would only involve drilling a few extra holes so that the car could be returned to its stock Model A configuration if desired in the future.

Stan then focused on the main part of his presentation – the repair and restoration of the '32 column drop/lock/switch. Being a Model A guy, Stan was taken aback at the \$350 price for a reproduction '32 unit and opted, instead, to buy an incomplete and broken unit on eBay for \$30, reasoning that he could probably restore it for less while learning about the workings of the unit as a side benefit.



Broken column drop

The broken eBay unit was missing part of the circular bracket that attaches it to the column and, after unsuccessfully trying to fabricate the missing piece, he figured that a later unit might have the same or a similar bracket. So, eBay was employed again and an incomplete but unbroken '47/'48 unit was purchased for \$15.



New unit

The needed piece was cut off the later unit (as shown in the photo), carefully fitted to the '32 unit, and delivered to Action Machine Shop near Ft. Belvoir for precision welding.



Later piece fitted

Action Machine Shop is a small but well-equipped shop that performs quality work and will fit in small jobs in order to minimize customer wait time. Stan highly recommends it. After welding, the unit was ground smooth and then powder coated black before being disassembled. Stan then gave us a detailed description of the internal parts of the unit and how they work together to lock/unlock the column and switch the ignition on/off. After disassembling the unit with some difficulty, especially with the key barrel assembly, Stan concluded that the

internals should be replaced. Luckily, replacement parts were available but, naturally, at considerable cost. A "kit" containing all of the unit's internal parts was purchased for \$275, making his total cost for the unit even more than the cost of new reproduction unit.



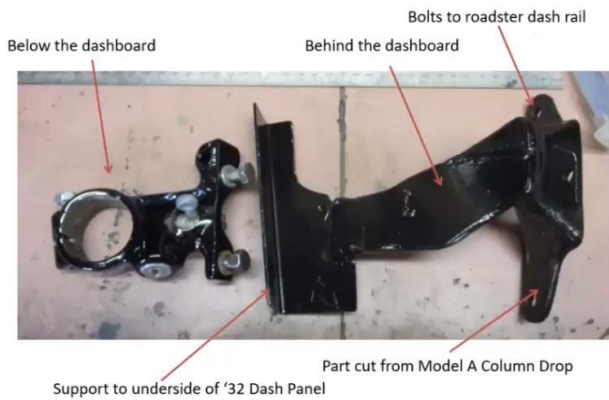
Replacement parts

However, as indicated earlier, if he had started with the repro unit, he wouldn't have had the opportunity to learn how it works or how to fix it! And, as we all know, education is expensive! In any event, he ended up with a fine looking unit that performs flawlessly.



Restored unit

The restored unit mounts to the bottom of the '32-style Brookville Roadster dash that Stan carefully fitted to the Roadster's dash rail after the gas tank was cut out. Stan used the upper portion of a '30/'31 column drop, which is mounted to the dash rail, and fabricated an extension from it to the reinforced bottom of the dash where the restored '32 unit mounts.



It makes for a very strong mount, it looks like Henry made it that way, and it is a real tribute to Stan's design and fabrication skills! The only remaining thing needed to complete the installation of the unit is to acquire/fabricate the special collar that attaches to the steering shaft and provides a locking slot for the locking plunger of the '32 unit to slip into when the ignition key is turned off. Stan told us that "back in the day" it was common for folks to just flip the ignition switch/lever off and leave the key in without turning it to the off or column lock position. Sure seems hard to imagine nowadays!

All in all, this was a very well prepared and delivered program with great graphics and photos. The program was recorded, so, if you missed it and would like to see it, or, if you saw it but would like to review some of the details in the presentation, you can go to the Club's website at NVRG.org and view it at your convenience [here](#). A big thank you to Stan for this excellent technical program. We all look forward to seeing that special '32 look-alike A-V-8 Roadster at NVRG events in the near future. Welcome to Ford V-8-ing with NVRG, Stan!

SPRING 2021 RELIABILITY RUN

The Third Time Is the Charm

By Jim LaBaugh

Hank Dubois' announcement in April that a Spring Reliability Run and Picnic was scheduled for May was greeted with enthusiasm by club members. After all, it had been more than a year since the last large gathering of the NVRG faithful and their Flat-head Fords. As the original date of the run drew near, the weather failed to cooperate, resulting in postponement to the following weekend. Then, nefarious cybercriminals interrupted the supply of fuel

to the mid-Atlantic region of the United States, making access to refueling along the planned route uncertain, causing another postponement. Finally, on the third try, with gas stations resupplied and dry summer weather in place, the tour was on!

First to arrive at the starting point at Fair Oaks Mall were Wayne and Jane Chadderton in their 1953 Crestline Sunliner. Soon thereafter, they were joined by Ken and Helen Burns (1941 Super Deluxe Station Wagon), Jim and Kathy Nice (1951 Victoria Tudor Hardtop), Hank and Cindy Dubois (1935 Three-Window Coupe), Gay Harrington (1949 F-1 Pickup Truck), Bill and Liz Simons (1949 Station Wagon), Keith and Susan Randall (1938 Deluxe Tudor), Leo Cummings (1950 Mercury Monterey Tudor), Mike and Stephanie Petty (1931 Model A Town Sedan), Joe and Sara Freund (1948 Super Deluxe 6 Tudor Sedan), Cliff and Sandra Green, Dave and Sarah Gunnarson, and Jim LaBaugh. Once all assembled, Hank Dubois provided everyone with travel directions to the destinations and details of the day's schedule.



Tour Master Hank Dubois lines up the faithful for the trip

Owing to the fact the tour route is punctuated at first by many more traffic lights than when the NVRG first took to Virginia's storied highways and byways in 1978, Hank Dubois instructed tour participants to start in separate, staggered groups. The separation was intended to minimize convoy separation at traffic lights. Hank and Cindy Dubois led the first group out of the Fair Oaks parking lot. The second group was led by Ken and Helen Burns. In the parking lot the Freund's '48 experienced starting difficulties, requiring a rolling jump start with Dave Gunnarson and Leo Cummings pushing the car down an incline while Joe popped the clutch. Then the third group led by Dave and Sarah Gunnarson was on the road as well.

After passing through the Manassas Battlefield, the first group was joined by Nick Arrington (1941

Pickup Truck). A pause at the planned rendezvous site on Route 55 just before the underpass below Interstate 66 allowed time for the other groups to catch up. Unfortunately, the Freund's experienced major difficulties prior to the rendezvous point and came to a stop at a very dangerous part of highway 55. The three cars had no room to pull more than inches out of the way of traffic. Sarah Gunnarson called the local police for help while Joe Freund called for a tow truck. Soon thereafter, an officer arrived, and with her lights flashing, she stopped traffic in both directions. The car was then safely pushed well off the road by Leo, Dave, and Joe as Sara steered on to a gravel driveway of an abandoned house. The Freund's were unable to continue the tour. The '48 Tudor was loaded on a flatbed tow truck and Joe and Sara headed home safely.

Once joined, the first two groups continued as a single caravan to Art Zimmerli's *Quail Call Farm* – the picnic destination – with the remnants of the third group traveling separately. The wonderful, lengthy drive through the rolling, scenic Virginia countryside went to Gainesville, on to Marshall, continuing to Flint Hill, through Amissville, and finally to Art Zimmerli's Farm. World travelers to this part of Virginia have commented that the sublime beauty of this area rivals that of Provence, France, a source of inspiration to French Impressionist painters.

The picnic site at Art's farm is the top of a hill, and includes the brick skeleton of a Victorian mansion, associated outbuildings, and a barn. Fresh bales of hay resulting from a period of warm, sunny days ideal for haying provided a backdrop for Art's 1936 1½ Ton Ford Stake Truck, where the group assembled for a photo. Of course, the good haying weather meant some NVRG members had to attend to their fields, and were not able to join the tour.



Group shot by Art's 36 Ford truck

Art was not able to attend because he was recovering from recent surgery. Consequently, his son Steve, daughter Sue, and husband Stan served as hosts. Their warm welcome and hospitality was greatly appreciated. After the long drive in the summer weather, the bottles of water they provided on the picnic tables was greatly appreciated by those picnickers who had not brought sufficient rehydration supplies on the drive.

Also after the long drive, where public restroom facilities were limited in general, and in particular during the pandemic, having modern plumbing available in an outbuilding was a source of much relief. Unwanted intruder – birds – occupied the outbuilding for some months before the picnic was originally scheduled to take place, giving a new meaning to the term Air B&B. Consequently, Steve, Sue, and other family members had been involved in a Herculean effort prior to the picnic to clean the building to make it available for use, something for which one and all were very thankful.

Fine, dry, warm-but-not-too-hot weather was supplemented by nice breezes, few insects, and high clouds filtering sunlight, to make it a memorable picnic day. The view of the surrounding woodlands, fields, and hills made the picnic site a truly picturesque setting. All the vintage Detroit iron was lined up under century-old shade trees, providing another picturesque backdrop to the gathering. Steve Zimmerli's 1965 Mustang was also on the grounds of the mansion, enhancing the Ford festivities.





Soon, everyone was engaged in lively conversation as they unpacked their picnic hampers, baskets, and coolers, glad to be in person with fellow Ford enthusiasts after the long wait for safe time together. Once people settled into chairs and around picnic benches, Art made an appearance through a cell phone passed around by his daughter to various club members. One and all who spoke with him thanked him for making the farm available for this memorable 2021 event. Many thanks, too, were expressed to Steve, Sue, Stan, and the rest of the family as V-8ers mingled around the cars, the picnic tables, and the hill-top setting in the subsequent hours past lunch.



Guests enjoying shade at Quail Call Farm

After a very special time at the farm, with fond goodbyes and thanks to the hosts, some departed for home, while others departed and continued on

to a stop at Nick Arrington’s garage in Gainesville. Arrivals were greeted with customary tour hospitality by Nick and his wife Kathy, who offered thirsty travelers rehydration opportunities, including freeze pops. Bill Potter and Patricia, an NVRG couple who had not been on the first part of the Reliability Run, were at Nick’s garage, and it was an added bonus to catch up with them too.

Nick had kindly given a virtual tour of his garage in March, as reported on by Hank Dubois in the April 2021 Valve Clatter. This visit allowed club members to view the cars up close and personal, particularly: the ‘30 Model A Phaeton decorated in WWII images and slogans in tribute to Nick’s father, who served in the Navy, and his uncle, who served in the Army; a ‘35 Ford Phaeton owned by a Navy seaman serving on multiple submarines in the Pacific Theatre, who was lost when the last sub he was on, the Bonefish, was sunk near the end of the war; and a ‘55 Ford Crown Victoria customized into a “Ranchero.”



WWII Tribute Car – Image 1 of 5



WWII Tribute Car – Image 2 of 5



WWII Tribute Car – Image 3 of 5



WWII Tribute Car – Image 4 of 5



WWII Tribute Car – Image 5 of 5



1935 Phaeton owned by Roy McBride – machinist on the USN Bonefish that was sunk by Japanese Dive Bomber with less than 2 months left in the war. Roy bought it in Washington, DC, in 1939 and drove it to Sacramento for submarine school. Tool box with his name on it was still in car behind rear seat.



This car, affectionally named "Scrapple," started life as a 1955 Crown Victoria and was turned into a Ranchero-like vehicle with a variety of parts from different makes, including Hudson, Dodge, Chevrolet, Studebaker, and Plymouth.

As Nick highlighted the history of each of the featured cars and their owners, it reinforced the fact that these vehicles are time machines. Each vehicle takes viewers at car shows back in time to when such motive power routinely roamed the roads, and the history of the owners reinforces the context of the time when the cars were new – context all the more important as those eras fade out of living memory. As Mark Twain was supposed to have said "History does not repeat itself, but it rhymes," so forgetting the verses is not to be taken lightly and should be avoided.

With the 2021 Reliability Run and Picnic now history, it was a great opportunity to publicly reconnect

with others, get the cars on the road again, and enjoy the wonderful and gracious hospitality provided by Art's family at the picnic, and by Nick and Kathy Arrington at their home and garage. Such generosity reinforces the importance of understanding we are all in this adventure together, and can make it through even the most dire times of a pandemic by helping each other and working together for the common good. Finally, thanks again to Hank and Cindy Dubois for organizing and leading a wonderful day together on the road.

CAR-BOAT FLASH TOUR

Plan D – A Flash Tour

By Ken Burns

We all know that there are plans, and then there are PLANS, and maybe even a Plan B “just in case.” Well, here's how we ended up with a Plan D Flash Tour. Let me explain. Normally our first tour of the year is the annual April Poker Run that ends in a quaint rural restaurant somewhere out of the urban sprawl. But, for obvious reasons, that wasn't going to work out this year. With COVID restrictions finally being eased in Northern Virginia, Hank and Cindy Dubois planned a Spring Reliability Run for Saturday, May 8, to take the place of the Poker Run. The Run would take us out along some of the scenic byways of counties to the west of most of us and end up at Art Zimmerli's farm in Amisville for a bring-your-own picnic in a bucolic, open-air setting.

Everything was set, except the weather failed to cooperate on May 8, so Plan A was postponed to the following weekend – same time, same place; hence Plan B. Everybody remembers that, during the week after Plan A fell through, some hackers shut down the Continental Pipeline and folks went crazy hoarding gasoline like it was the new toilet paper. Well, that's when Plan B went down the drain. But we all know NVRGers are clever and resourceful folks. A few days after Plan B was canceled, Keith Randall floated the idea of replacing the Plan B Reliability Run with a Flash Tour in the local area on May 15. Instead of driving 120+ miles, we'd stay in the local area and travel about 30 or 40 miles round trip. He proposed a bring-your-own-picnic at Fort Hunt Park along the Potomac, just north of Mount Vernon. Let's call that Plan C. Many folks who had signed up

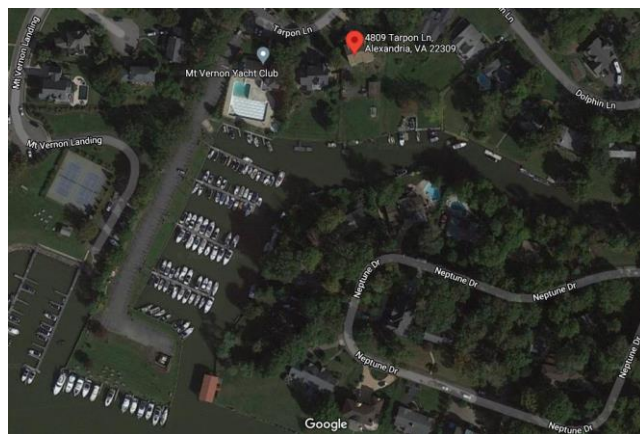
for Plan B already had plans for the 15th, but Helen and I were free and signed up to go. Saturday rolled around and Keith called and said that rather than Fort Hunt Park as a destination Leo Cummings had just offered to host the Plan C Flash Tour at his newly completed home on the Potomac, just south of Mount Vernon. I'm going to call that Plan D.

Helen and I took a leisurely drive in the black Woodie down the Fairfax County Parkway to Route 1, then north for a couple of miles before turning onto Mount Vernon Memorial Parkway, past George Washington's Grist Mill and Distillery, and then wended our way over to Leo's house adjacent to the Alexandria Yacht Club.



The Cummings' new house on Tarpon Lane.

As I mentioned earlier, many folks who signed up for the Reliability Run were otherwise engaged so, in the end, only Keith and Susan Randall and their neighbor and Mary Scala (in his Rouge 1938 Fordor) joined Leo, Helen, and me for a beautiful afternoon. Bill and Liz Simons were supposed to come but Bill's '49 Convertible had other ideas.



A better view of the Cummings' beautiful waterfront location.

While we were enjoying a casual lunch next to the waterfront, Leo's neighbor, Jay, came over and asked if we wanted to take a ride in his boat up the Potomac to see Mount Vernon and Fort Washington from the water. Who could resist an offer like that? After boarding and making a wakeless departure out to the Potomac, Jay asked us to brace ourselves before he opened the throttle. His boat is a 25-foot bowrider powered by a 454 sterndrive, and when he shoved the throttle up to about 3000 RPM you could see why he asked us to brace. In a flash, we were up on the step and heading up the Potomac at about 20–25 MPH.



L-R: Jay, Susan Randall, Mary Scala, Ken and Helen Burns (partially hidden).

Our tour took us first up past Mount Vernon to Fort Washington, that was supposed to guard Washington from an invasion from the water but, in 1814, those devious Brits took the capital by invading DC from the north!



Fort Washington from the Potomac.

We then headed back downriver to view Mount Vernon from a perspective that most land-bound tourists never get to see. From there, we headed

south viewing the many beautiful waterfront homes along the Virginia shoreline.



Mount Vernon as seen from Jay's boat.



Leo gave us a tour of his newly constructed home and all the special touches, like a garage door in the basement into a 2-car space he added to make it truly what he wanted (they're called change orders which means more \$\$\$).



What would a NVRG event be without a picture of the cars? Leo's red 1955 F-100 closest to the water; Keith's 1938 Ford in the foreground; and Ken's 1941 Woodie in the middle.

My thanks to Keith for coming up with the idea of a Flash Tour and especially to Leo for hosting us to for a wonderful afternoon. BTW – the Reliability Run came off as planned on May 22. I wonder if that could be called Plan E?

ANOTHER TOUR OF SORTS

Cruisin' Ocean City

by Bill Potter

What better place to host a car show than at Ocean City, MD?! Especially before the beach season officially kicks off and with picture-perfect 70-degree weather. Nick [VC editor] asked me to take a few pictures and do a short write-up, even though this has nothing to do with our club. More on that in a moment.

My buddy, Trip Owen (pictured), just put the finishing touches on his 1955 Willys beach wagon and, with a cooler full of beer, we were off. I have attended Cruisin' O.C. for many years and I decided to go this year after a 4-year absence. There were 3,000+ cars registered with probably another 2,000 unregistered cars, all roaming the streets, day and night.

Friday morning, we got up early and headed to the vast parking lot down at the inlet. If you only like restored cars and frown at modified cars then do yourself a favor and do not attend this event. Of all the cars there, 99% were modified muscle cars or street rods. I was in O.C. for two full days and I never saw a restored Early Ford V-8 out of 5,000+ old cars!! I like period-correct traditional hot rods, and even they were in short supply.

Trip really nailed the beach buggy look with his newest creation. Much to his surprise, he was presented with a trophy at the conclusion of the event... even without a surf board!





SWAP MEET TIME!

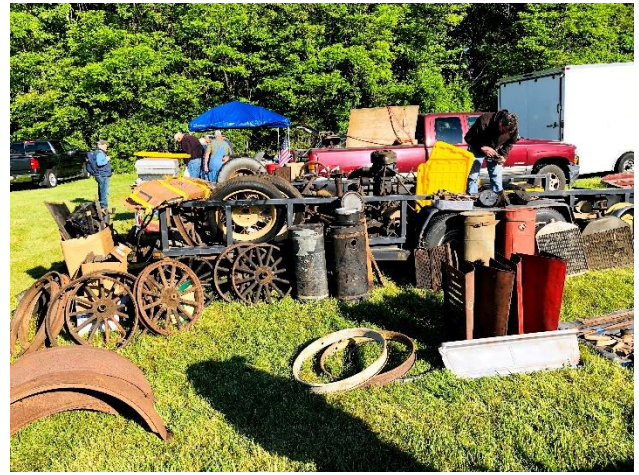
Mid-Atlantic Pre-War Swap Meet

By Clem Clement

This is Year 7 and they have included eV-8 car parts (1932–1953) vendors to the meet for the first time. Clem's black van with Jim Gray driving included Benny Leonard and James Kolody and Clem, who had 391 miles of gas aboard the van, alleviating any gas issue. My group departed my home at 05:30 AM sharp Friday morning May 14, and arrived about opening time of 7 AM. We were met with hot egg sandwiches and coffee for \$2 bucks. A great start!



Benny Leonard and James Kolody among the "treasures."



More "treasures."

We understand from Paul Day that this year they were trying hard to improve the show. The show was great fun, with many attendees out of virus quarantine for the first time. Glee abounded. What a great group we ran into up there! Edna Cross was seen driving a borrowed (?) golf cart everywhere. She was definitely a welcoming-committee-of-one for all of us once again exploring a parts meet with friends after a year of being shut down. Clem bought an odd hammer that had been squishified by misuse and a large railroad engineer's oil can with a long snout but no handle. A guy had three Model T thingees he called *snubbers*: a new word for Clem's lexicon.



Odd. Ya think?

Skip Bonham, a neighbor with a stunning new-to-him 1922 Model T touring sedan, drove in a modern, as he planned to return early. He spoke with Tom Quigley and other T folks and grabbed a brass horn at the meet. Skip had a great time and very much appreciated his introduction into flea marketing with the old car clubs.

Bruce Metcalf came from Berryville. He met us around 9 AM after a fast trip in his Model A. Bruce and Clem wore their Punkin Run T-shirts in remembrance of their trip there in Skullville, NJ, several

years ago. We met three young brothers. The senior brother, who is 15, showed us his Model T phaeton. They are working on the car with guidance from their dad, a retired Navy helicopter mechanic. The 15-year-old runs a link on the Model T forum to buy/sell Model T parts to fund the car's restoration. Several of the T guys have been following his link and contributed to his parts finds. They were overjoyed to meet the young man.



We left about 9:30 AM to eat at the Brookside Restaurant, just down the road. Skip stayed and bought lunch for us and joined in a "iced tea " critique of our adventure. Then we rolled for home. We were stunned at all the construction and earth moving along I-66. We felt we were in a grand canyon. Bruce reported an uneventful drive home.

What a wonderful day for the first coming out show of the year!

SPRING 2021 UNRELIABILITY RUN

Joe's 2021 Spring Unreliability Run By Joe Freund

The 2021 Spring Reliability Run & Picnic planned and led by Hank Dubious, our club's Tour Director, was the first NVRG-sanctioned event as we humans emerged from our burrows caused by the COVID pandemic. Interestingly, our coming out coincided with the emergence of the cicada Brood X invasion.

In preparation for the run, I readied my '48 Ford, remembering Hank's email statement, "We will be taking our V-8s out for a *lengthy drive* through the Virginia countryside to make sure that they are up to the *rigors of touring in the season ahead.*"

On the morning of the run, the '48 started on the first try – certainly a promising omen. The car, loaded with folding chairs, picnic items in a cooler, a

sundry of car tools, etc., was off to Fair Oaks Mall to rendezvous with fellow club members. Going to the Zimmerli's fantastic farm for a picnic and being face-to-face with club members, followed by a guided tour of Nick Arrington's car collection and memorabilia in his expansive garages was much anticipated.

As Sara and I entered the public paved road from our gravel road, the '48 experienced some acceleration burps, but we continued. Once in 3rd gear, acceleration improved with only sporadic burping. On Reston Parkway the car was running smoothly. In my rearview mirror I noticed a modern car tailgating us and almost on cue a loud backfire occurred – sweet justice. Boy, did that fool back off. At Fair Oaks Mall, I left the car running a while before shutting it off. After greeting members, Hank offered salutations to the group and provided the run overview. The run would have two groups of seven, one led by Hank and the other by Ken Burns. Thirteen cars fired up their engines, except mine. With Dave Gunnarson and Leo Cummings muscle power, we roll-started the '48. By that point, Dave and Sarah were run leads for a newly formed group of three. The '48 was middle car, followed by Leo's car.

Off we went on the trip to Zimmerli's farm. The '48 was running okay with an occasional acceleration hiccup. As we neared Haymarket and the speed limit dropped to 25 mph, the '48 hesitated a little more. Two miles west of Haymarket on Rt. 55, the '48 stopped running and I was able to coast mostly off the road to the grassy shoulder, avoiding a drop off and an abundance of poison ivy.



**Early Ford V-8 Club's National
"Drive Your V-8 Day"**

NVRG will participate in this event by touring Southern Fairfax Parks. The national event is scheduled for Saturday, June 19. However, to avoid congestion, NVRG's tour will take place on Friday, June 18, and include three stops.

Participants will assemble at Cliff and Sandra Green's house (6214 Militia Ct., Fairfax Station) at 11 AM for a compact tour of these nearby parks. The total mileage from the Green's to the last stop at Burke Lake Park is 23 miles. First stop will be [Fountain Head Regional Park](#) on Lake Occoquan. We'll then proceed to [Occoquan Regional Park](#) to have lunch at [Brickmakers Café](#) patio on the banks of the river.



Save room for ice cream at the last stop at [Burke Lake Park](#), where those who wish can ride the miniature rail road at \$5/per person.



The tour will be on Friday to avoid the weekend crowds at these popular locations. Please indicate your participation to dcliftongreen@gmail.com. In case of inclement weather the tour will be held the day prior.

Leo stopped behind me and Dave and Sarah circled back. Sarah noted that the location of the breakdown was not on a good section of the roadway. In order to get the '48 to a safe location we would need to push the car ten feet backward and then push it forward across the two lanes into an abandoned driveway. Sarah graciously called the Haymarket Police who, in turn, dispatched an officer to block traffic in both directions while we completed the maneuver. With that accomplished, my Sara and I encouraged Leo and the Gunnarsons to catch up with the other club members at the farm for the picnic.

I contacted my antique car insurance carrier to arrange a flatbed tow truck for the rescue. I was told the distance home was 34 miles. The first 20 miles would incur no charge, but the last 14 would cost me \$52.50. The flatbed arrived within 90 minutes, but it could not take us (Sara and me) home. So we tried Lyft, but there was no driver service in the area. Then we contacted Uber. A driver from Front Royal stated he could pick us up in 30 minutes at a cost of \$92. After numerous confusing communications with him, he opted out. So, we called Ken Burns to see if someone at the picnic could pick us up. Ken queried the group and Wayne and Jane Chadderton quickly volunteered. Now we knew we would get home!

Once home, Wayne and Jane joined us for some cold drinks and good conversation. At 8 PM we realized that the '48 needed to be pushed back into the garage. For kicks, I decided to see if the car would start. Sure enough, first try, the engine immediately turned over and into the garage it went.

My thanks to the following for their help, support, and mechanical advice: Leo Cummings, Dave and Sarah Gunnarson, Ken Burns, Steve Zimmerli, Wayne and Jane Chadderton, Jim LaBaugh, Cliff Green, Bill and Liz Simons, and Nick Arrington.



LONG-TIME OWNER

'34 Ford 5-window coupe bought in 1963

By Norman Heathcote

I was working in a Sunoco gas station and my father called me and asked if I was interested in the car. It was advertised at \$375 and I told him yes. He went to look at the car and bought it, but the seller stipulated that it had to remain original and could not become a hot rod, to which I agreed. I drove it for several years and my now wife rode in it with me. I used to pick her up from high school and drive her home. After the transmission let go, I had it in various garages over the years. In the mid '70s, a friend helped me start taking it apart to restore it. In 2010, after I retired, I took it to a hot rod shop in Hanover, PA. It was only the second car they restored, and they followed closely the EFV-8 Club book for '34 Fords. I took it to Hiawassee, GA, for judging when it was finished in 2012 and received a 985 score. The only metal that needed replacing was a spot in the trunk floor. Fortunately, one of the men working at the shop had an original '34 floor pan and replaced the small area with an original section from his pan. It's a standard coupe with Dearborn Blue body and black fenders. The original paint was used to match the colors on the restored car.

NEW MEMBER WELCOME

Welcome to the NVRG!

By Gay Harrington

On behalf of our wonderful Club, I'd like to welcome our newest NVRG members – Brian and Lori Young. The Youngs live in Leesburg, Virginia, and own a 1950 cream-colored Ford Custom Deluxe convertible. This car is a family heirloom that Brian is in the process of repairing and registering for the road.

Welcome to the NVRG, Brian and Lori!

June 2021

VIRTUAL NVRG MEMBERSHIP MEETING

HENRY FORD AT RICHMOND HILL

This month's meeting discusses the little-reported story of Henry and Clara Ford's involvement with Richmond Hill, a small town in Georgia. Based on some detailed research, Dave Gunnarson will bring this chapter of the Ford story into the light.

Dave will describe how and why the Fords became involved with the little town and what they did to change the lives of many of the towns residents for the better while still retaining a small community feeling. As with many things in the Ford's lives, the Richmond Hill story is remarkable.



Zoom Meeting Details

Date and Time: June 8, 7:30 PM

Link to join Zoom meeting:

<https://us02web.zoom.us/j/89434704491?pwd=V2N0eWRnOGRsMGRIWTVjdkVaU2hqQT09>

Meeting ID: 894 3470 4491

Passcode: 048903

Phone: 301-715-8592



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

Six-piece display hand tools: Assembled and authenticated to be correct for your month/year Early V-8. **Dave Henderson**, 703-938-8954. (exp. 11/21)



1936 Ford parts: All original. Two headlight assemblies @ \$100/ea.; two hubcaps @ \$50/ea.; one rim @ \$40; two horns @ \$50; engine and transmission @ \$450. **Jerome Gray**, jerryanddong1@gmail.com (exp. 11/21)



Folding bail-foot tire pump: As discussed in the '35-'36 Ford Book. \$65. **Dave Henderson**, 703-938-8954. (exp. 11/21)





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)



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)



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: 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)



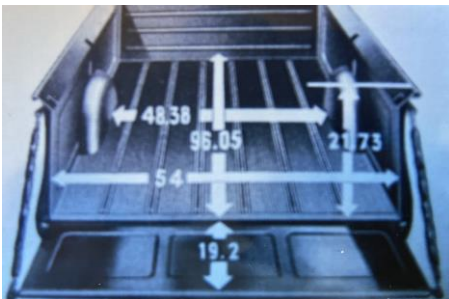
1939 Ford Pickup BED wanted. Complete bed assembly needed. If you have a bed, or parts of one, call Long Island Club member **George Vitaliano** at 914-664-5040 or email his wife Nancy at nancyvitaliano@icloud.com. (exp. 05/21)



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 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



June	
4	Carlisle Ford Nationals Swap Meet – Members arrange their own travel to and from.
8	Virtual Membership Meeting – 7:30 PM – Via Zoom. Program: Henry Ford at Richmond Hill. Presenter: Dave Gunnarson.
9	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
18	Early Ford V-8 Club's National "Drive Your V-8 Day" Southern Fairfax Parks Tour – 11 AM departure. Rain date: June 17. Contact Cliff Green if interested: dcliftongreen@gmail.com . See additional details in this issue.
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
29	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
July	
13	Ice Cream Social – 7:30 PM at Nottoway Park.
14	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
27	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
August	
10	Virtual Membership Meeting – 7:30 PM – Via Zoom. Program: Flathead Engine Teardown. Presenter: James Kolody.
10	Movie Night – <i>Ford v. Ferrari</i> , details forthcoming
11	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
31	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Save the Date!



-  June 18 – National "Drive Your V-8 Day"
-  July 13 – Ice Cream Social/Membership Social
-  August 10 – Movie Night

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
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Restoration Reports	Ken Burns	helenandken@verizon.net
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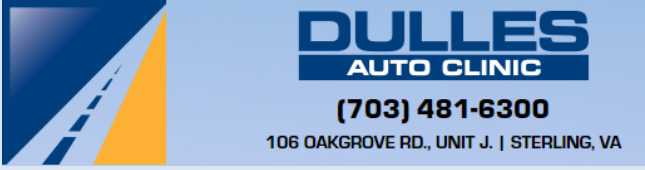
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NVRG Car of the Month
Larry Kozak « 1939 Ford Deluxe Coupe



FIRST CLASS MAIL

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