



www.nvrg.org

Valve Clatter

Early Ford V-8 Club of America



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

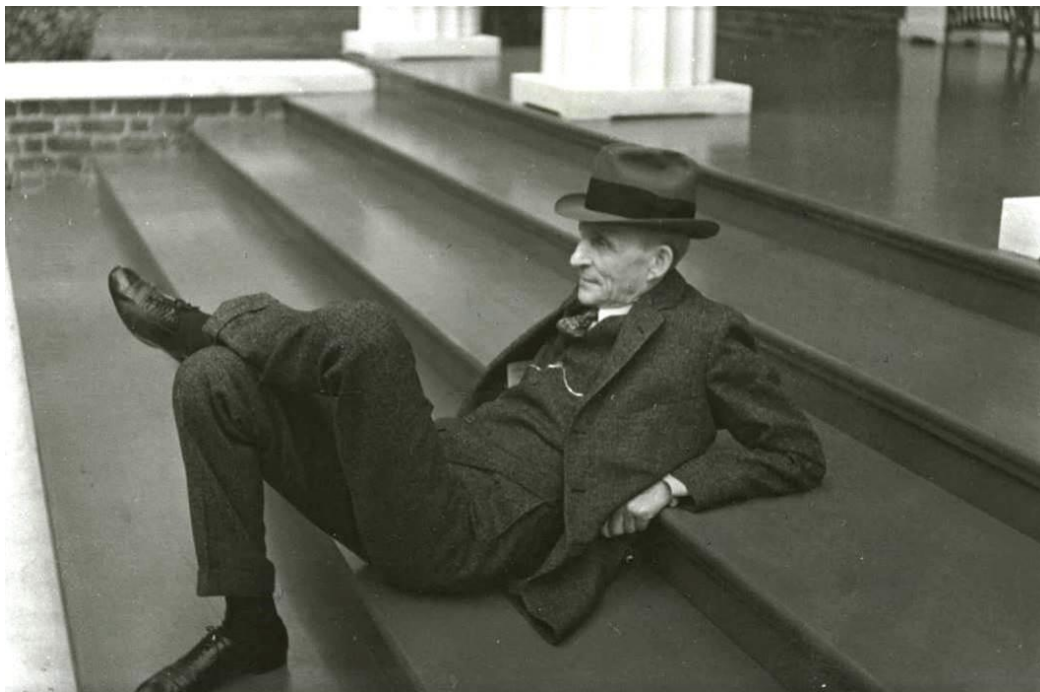
Volume XLIII, No. 7, July 2021

Editors: Nick Arrington & Stephanie Beavers

June Membership Meeting

Henry Ford at Richmond Hill

Presented by Dave Gunnarson / Reviewed by Dave Westrate



I must say that David Gunnarson's presentation about Henry Ford and Richmond Hill was very interesting and, if you missed it, please take advantage of the club website to watch it. I have been in Early Ford V-8 mode for over 25 years, including two national meets in Dearborn, Michigan, and I have never heard of Richmond Hill. Dave has worked very hard during COVID to organize meaningful Zoom car club meetings and this one was no exception. As this story unfolded, I couldn't help but compare Henry Ford's development of Richmond Hill to building an assembly line for a town. What parts were needed to make it function?

Up Front with the President

July 2021



President's Message July 2021

First off, I thank all of you for your patience over the past 15 months as everybody has dealt with the disruption of NVRG activities due to the COVID-19 pandemic. Now that Virginia has terminated its Public Health State of Emergency, we are beginning to resume some of our normal activities. The Board of Directors is planning several tour events over the next few months, including our annual overnight tour to the drive-in movie in Stephens City.

Regarding our monthly membership meetings, the Hunter House in Nottoway Park in Vienna remains unavailable to us for in-person events. I had hoped that it would become available as COVID-19 restrictions eased. Such is not yet the case. As a result, the Board of Directors continues its robust series of monthly programs via Zoom. We also continue to work with Fairfax County to resume in-person monthly meetings at the Hunter House as soon as possible.

On a positive note, we'll have our first face-to-face meeting in the form of our traditional summertime "Ice Cream Social" event. It will be held at Nottoway Park on July 13 in the outdoor covered pavilion, rather than indoors at the Hunter House. This delightful and savory "program" is put on by Dave and Sarah Gunnarson. For details, see the notice in this issue. I look forward to seeing you there.

Finally, by all accounts, our "Drive Your V-8 Day" tour on Friday, June 18, was a great success. Nine cars participated, touring local sights in pleasant weather. Thanks to Cliff Green for organizing and leading the event.

I look forward to seeing you there.

Best V-8 wishes,

John

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.

First, a bit of background. Henry Ford was doing very well financially at this stage but having employee retention problems. He committed to the famous "five dollars per day" pay scale for his workers.



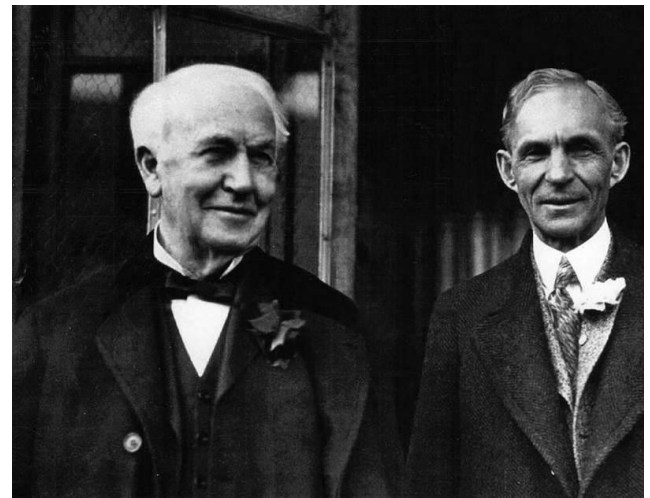
Assembly line – 2:00 on video

There were conditions, however, as base pay remained at \$2.30 per day and the \$2.70 raise was considered a bonus. To qualify and continue to get the bonus, employees had to agree to such things as not drinking alcohol, not abusing family members, not taking in boarders at home, saving money, and other conditions. Ford employees were used to inspect other employees' home and life to confirm compliance.



House being checked – 2:35 on video

Henry Ford and Thomas Edison's relationship dates to a time when a young Ford worked at the Edison Illuminating Company. In later years, Edison was working on a type of battery he felt would power an electric car which he wanted Ford to build. This never worked out.



4:00 on video

In 1885, Edison took ill and traveled to Florida to recover. He ended up in Fort Myers on the southwest coast of the state. At the time, there were no roads or trains to Fort Myers and the area was desolate and accessible only by boat.



5:43 on video

Edison and his business partner Ezra Gilliland built houses next to each other and a laboratory for experimentation. They later had a falling out and Edison bought Gilliland's house. Edison used a dynamo power plant for lights.



Edison (l.) and Gilliland (r.) – 4:59 on video



8:50 on video

In 1914, as a railroad now extended to the town, Thomas Edison, Henry Ford, and naturalist John Burroughs took a train trip to Fort Myers together. At one stop before the end of the trip, the residents of Fort Myers boarded the train and sang to the group to welcome them as they traveled the last leg. That was followed by a parade of every automobile in the town (a total of 31 at the time) from the train station to the residence. Burroughs was a plant expert and had interests in plant life similar to those of Ford, who wanted to use plant products in his automobiles.



6:46 on video

In 1887, all 349 residents of Fort Myers came out to see the new lights that replaced the oil lamps and candles. The lab is now on display in Greenfield Village in Dearborn, Michigan.



Edison, Burroughs, Ford (l. to r.) – 10:37 on video



7:50 on video

Burroughs, Ford, Edison, and their wives took a trip in model T Fords into the Everglades, a roadless wilderness. It rained for two days so they returned home. From time to time, this group was joined by Harvey Firestone for camping trips all over the United States. They were known as the Vagabonds, and books have been written about those trips.



The Vagabonds in a Model T – 13:10 on video

Clara Ford loved the area south of Savannah and, so, Ford purchased 85,000 acres, which included the Richmond Plantation. The plantation house was burned in the Civil War and never rebuilt, and the area had been devastated by hurricanes over the years. The land was very productive and, some years, yielded a million pounds of rice. Because Ford and his friend John Burroughs were interested in nature and plants and Ford was specifically interested in plants such as soy beans and rubber for car production, this land was considered a good place to pursue these ideas.



Camp Site – 13:52 on video

Ford was losing interest in Fort Myers. There were too many people and he and his wife, Clara, became interested in an area south of Savannah, Georgia, which they learned about because the train to Florida went past that area. And John Burroughs had recommended it because of the variety of plant growth there.



Ford and Burroughs – 15:20 on video



Ford's Fort Myers home – 14:51 on video

Clara supervised building the 3,800-square-foot house. She had \$135,000 worth of silver service (in today's money) for all the parties they hosted. Ford named the area Richmond Hill because it was the highest point of land overlooking the river. Ford did not allow automobiles to be parked in front of the new home and he added a laboratory, a library, a greenhouse, and a powerhouse to the complex.



The River – 18:20 on video

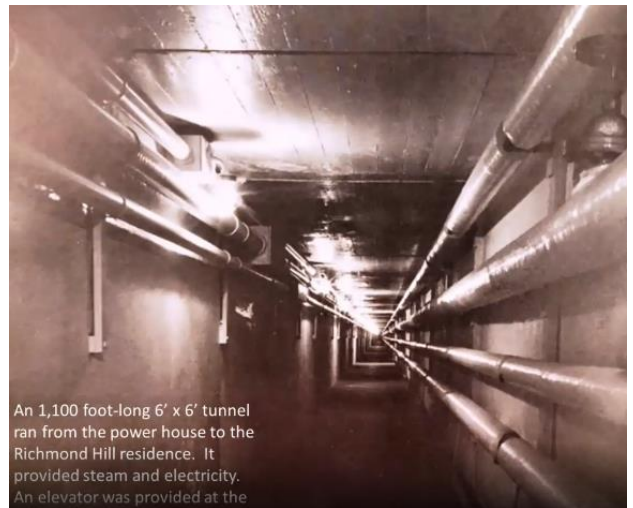


View of Ford's Richmond Hill house from the river – 18:43 on video

There was an old rice mill on the property with a steam engine that Ford sent to Detroit to be rebuilt and return to power the power house. They built a 6' X 6', 1,100-foot long tunnel which carried steam and electricity to the house. Richmond Hill was a self-contained complex in the middle of nowhere.



Front entrance with car – 18:42 on video



An 1,100 foot-long 6' x 6' tunnel ran from the power house to the Richmond Hill residence. It provided steam and electricity. An elevator was provided at the

Tunnel – 22:46 on video



Front of house – 20:12 on video

Clara Ford had her greenhouse and garden and imported violets from Detroit. However, one problem was that the deer love them. Every morning, a gardener had to replace any damaged plants before Clara went for a walk. They often entertained and Ford brought an orchestra from Detroit to provide the music.



Orchestra – 21:43 on video

Richmond Hill started with a train station, two gas stations, and six houses. So, what did Henry Ford do to make it function? To start, he built a sawmill to produce lumber to build other structures and hired a forester to manage production. He instructed him to determine the sustainable production level that would not deplete the forest on the property. That was 15,000 board feet per day, which was met, except during the World War II, when more lumber was needed to support the war effort.



Sawmill – 32:35 on video

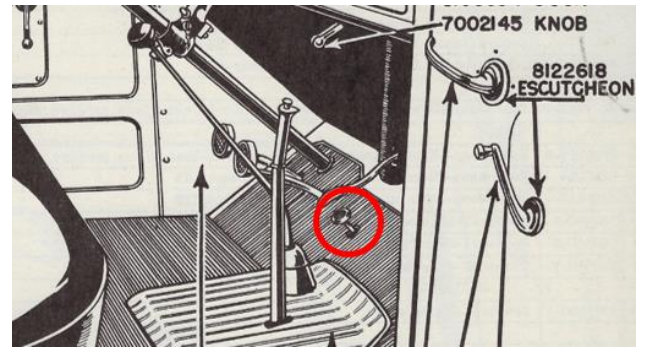
In part two next month we will show how Ford developed Richmond Hill into a fully functioning town.

TECH TIP

Driving Comfort

By Clem Clement

Here is a fun question: What is the proper adjustment for the “foot rest assembly” (accelerator foot rest - Ford part #9716), commonly called the *mushroom*?



I think the answer is to adjust the height into your comfort zone, just like the seat adjustment is. I don't find anything in writing about recommended adjustment position. Also the gas pedal/rest on my Model A is farther away from the shift tower than the setup in my '39 pickup, so my foot has to reach around the shift tower.

On my Model A the accelerator cap plus rubber cover is 1/2" higher than the mushroom height. It is comfortable to rest my right two toes on. I can easily roll my right foot to the left and smoothly operate the accelerator pedal.



The foot rest was used on the Model T and A and continued on the eV-8s until 1939, I think. On my 1939 Ford pickup, the mushroom height is level with the accelerator spoon. I'm having trouble placing my foot correctly and smoothly rolling my foot. I intend to free the adjustment nut and make a change.

NVRG Expedition to the Carlisle Ford Nationals

by Dave Gunnarson and Hank Dubois



With Covid-19 restrictions beginning to lift, most of us have a great desire to get back to “normal.” So, when Bill Simons put out a call for interest in an NVRG expedition to the *Carlisle Ford Nationals*, Hank Dubois, Dave Skyles, Keith Randall, John Ryan, and I responded and arrived at Bill’s home at 7 am on Friday, June 4th. We split into two modern cars (Bill Simons and I were the drivers) and caravanned to Carlisle. After driving through some beautiful scenery south of Carlisle, we arrived in two hours. Steve Groves had four vendor spots, and he gave Bill two passes so we were able to quickly park on the show field. We gathered for a coordination meeting before disbursing to see the sights.



Standing (l. to r.): Steve Groves, Dave Skyles, Hank Dubois, John Ryan, Dave Gunnarson. Kneeling: Keith Randall and Bill Simons.

Early Ford V-8 Parts were very scarce as the focus of the event was primarily newer cars. However a few “gems” appeared.



Hank Dubois, Dave Gunnarson, and Dave Skyles look over the remains of a 1938 Ford 1 1/2-ton truck.



The same vendor had the remains of a 1929 Model A, and Dave and Hank checked it out.



Not everything was automotive related. There was a very colorful and unique metal sculpture garden.



A rusty and well-worn 8BA engine was the only flathead seen on the field.



Hank and Dave ponder how they will explain bringing home a genuine steer head complete with horns!



While not an EFV-8, this very cool four-wheel-drive short-wheelbase dump truck was for sale. It includes a NAPCO 4WD conversion of a 1969 Ford C-600 with new brakes, a gas V-8 engine installed, and a spare Caterpillar diesel engine and transmission are included. It "runs and drives well." Asking price is \$5,500.



Hank and Dave consider cooking on a custom steer-sculpted metal BBQ.

Bill was the only one of us to find a V-8 part – a very nice voltage regulator for his Woodie – which he put to good use almost immediately! Nine days after Carlisle, Bill and Liz were motoring up the NJ Turnpike on their annual pilgrimage to Maine, and the regulator in the Woodie failed. Luckily, Bill was able to replace it with the Carlisle find at a rest stop, and they continued on their way with minimal delay. The rest of us didn't find any V-8 parts that we couldn't live without, but a few of us did pick up some of those ubiquitous supplies and cheap tools.

After a few hours walking about in the hot sun, we got back in our cars and drove three blocks to a local restaurant, the Desperate Times Brewery,

where we enjoyed sandwiches and a few local beers. Hank and I returned directly to Fairfax while Bill, Keith, John, and Dave went back to Bill's house in Arlington.

It was great to be out on a show field hunting for parts and enjoying a more "normal" car-related experience again. Thanks to Bill Simons for organizing the expedition and Steve Groves for sharing his passes allowing us to park on the show field.

=====

2021 Carlisle Ford Nationals and 2021 York Street Rod Nationals East

By Warren Barbee, Jr.

Fellow V-8erz: I made my way to Carlisle, PA for the 2021 Ford Nationals. The weather was *hot*. Dare I say, "Damn Hot" (*Good Morning Vietnam* Robin Williams). Crowds were not as busy as the Spring Carlisle where I got snowed on, but still active. More than a few empty spaces and the area of the "Big Hill" was parking for Fords of all eras but mostly muscle cars and trucks.

There were loads of NOS parts everywhere and more than a few parts for us V-8erz. I've attached a few Swap Meet pictures of some of the finds. Prices were like the title of our favorite Spaghetti Western: Good, Bad, and Ugly. Still worth the time if you need some early Ford parts.

I was on a mission. My Bonneville Street Roadster 26/27 "T" is in bad need of some sort of cool tag light. I've tried and tried to find an aftermarket light like the Caterpillar light that is just plain cool, but with no luck. So I decided on Ford's 66-72 Ranchero-Wagon rear bumper-mounted tag light. By the way, this is the same light that Ford engineers chose to illuminate the "meatball" on the doors of their Le Man winning GT 40s. So that also makes them desirable for all the reproduction GT 40s out there in the world today. Ahhhhhh.

But the search was on. After a few hours I ended up with a 3.2 used 1966 edition and an NOS 1971 version. So now, with all that said, the next question is: Do I mount the rear license plate with one or two of the tag lights?? (See pictures.)



Next, I made my way east of Carlisle to the 2021 edition of the Street Rod Nationals held at the York fairgrounds in York, PA. It was still hot (you know how hot). The crowd was lighter than in 2018 when I last attended. They have a small swap meet.

This year there was an abundance of early V-8 parts at prices like at the Ford Nationals. I did make my way there and scored a nice bumper for my upcoming daily driver/Bonneville push truck (non-V-8 Ford).

I also stumbled on our club member and favorite writer Ken Gross. He was up there in his hemi-powered '39. Not many "stockers" on the ground but plenty of eye candy for sure.

P.S. – I ran into one of my favorite hot rods of all times – the former Jim Ewing Super Bell coupe. Jim built this amazing coupe when he was starting his front axle company (early Ford Dropped Axles), now owned by Frank Morawski. It harkens back to those dry lakes and Bonneville stormers like the So-Cal Speed Shop Coupe, the Pearson Brothers Coupe (all flathead-powered in the beginning of their racing careers), the “Jado” coupe and countless others that sprouted up all over America after these icons appeared in the early issues of Hot Rod magazine.



CELEBRATION OF LIFE

Celebration of Frank Scheidt's Life: Open Invitation to All V-8 Club Members

Please join us on Wednesday, August 11, from 1–4 PM to celebrate Frank Scheidt's life at his favorite place, the Early Ford V-8 Museum in Auburn, Indiana, and sample his favorite meal, “dessert.” Please come and enjoy a casual afternoon with friends and family to share your favorite Frank stories, and also hugs and laughter. The family looks forward to spending time with you. Please message Milly if you plan to attend. She can be reached at 585-748-1604 (cell), 585-637-8863 (land line) or via email at: milyscheidt@outlook.com.

MINI-TOUR

Three-Park Mini-Tour

By Cliff Green

The morning of June 19th was perfect for our mini-tour of the three South County Parks. We gathered around the Green's circular driveway at 11'ish to start. You can [watch our departure](https://youtu.be/Lbiwcu_Orl8) (full link: https://youtu.be/Lbiwcu_Orl8.)

The long distance award was easily captured by Bruce and Loretta Metcalf who drive in from Berryville (90 minutes) in their Model A! In fact, the Model As almost outnumbered the V-8s! Hank and Cindy DuBois, Wayne and Jane Chadderton, Ken and Helen Burns, Cliff and Sandra Green, Frankie Martin and Bill Selley represented the V-8s, while the members with their As included Clem and Sandy Clement, Benny and Sharon Leonard, and Jim and Connie Baker.

As we approached our first destination at Fountain Park it became apparent that there were a LOT of cars parked, such that we could not be accommodated. It was discovered that the Feds just declared that day as a Federal holiday – thus the crowds. Surprise! So, we drove through to our next stop at Occoquan Regional Park with anxiety about having our lunch compromised. As it turned out, we could not eat together outside with the view, but all sat in the air-conditioning! The best BLT!

After an obligatory group photo we paraded down 123 to Burke Lake Regional to partake in ice cream at the park stand. Jim Baker commented that it was fun driving the back roads he was not familiar with so close to home. The consensus of the group: it was a leisurely tour with good food and companionship after a long dry spell.



FASHION AT ITS FINEST

My 1st Post-COVID CDC Outing Color Coordination Faux Pas

By Clem the Chagrined Clement

It seems that Ms. Edna Cross and Ms. Jane Chatterton and perhaps other ladies were wowed by my custom-adorned Ford '39 pickup. Ms. Jane promptly brought to my attention that the green-and-red-striped bungee cord, although strung tight and securely holding the hood in place, was of the improper color. The green in the bungee construct was of the precise Ford-green shade, but the Santa Claus-red was outta season.com! I immediately unattached the improper cord, threw it away, and sorted thru my collection of cords Jim Gray had gathered for the truck's security-of-load treasures. An orange orange/yellow bungee was deemed appropriate. Color coordination crisis averted and all departed forthwith from the fun breakfast session.



It's plain to see the ladies were right. I feel much better now.



ICE CREAM SOCIAL



NVRG returns to Nottoway Park for the first time since March 2020. Come join the fun and a chance to catch up with your fellow NVRG members at Shelter A (not the Hunter House) in Nottoway Park.

When: **Tuesday July 13, 7:00 PM**
Where: **Nottoway Park, Shelter A**

All the ice cream and fixings will be provided for you to build you own ice cream creation. There will also be light refreshments and plenty non-sugary items for those who would like fewer calories.



The entire family is welcome, so bring your kids, grandkids, spouses, and other family members or significant others.

NVRG has reserved Shelter A for the entire day, so you are welcome to arrive as early as you wish and start socializing. The meeting and goodies start at 7:00 PM.



Directions: Enter Nottoway Park and take the driveway past Hunter House to the end. Park in either of the two parking lots at the end of the entrance road. Walk toward the center point of the two parking lots, then head down the sidewalk and past the restroom building and look for the shelter.

What to Bring: Picnic tables are included with the shelter. If you want a more comfortable seat, bring your own folding chair. If you attract mosquitos, perhaps consider bringing some bug spray. Most of all, be sure to bring a smiling face.





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. ****WANT AD GUIDELINES****: Ads expire after running 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

1934-36 Accessory Greyhound hood ornament. I believe this to be the Ford Authorized Greyhound Accessory Radiator cap made by Stant Mfg. Very good condition overall. Has been in storage for many decades. This is not the Ford unit with the dog's tail that stands out on it's own but is much nicer than the other units made in that era. Accepting reasonable offer. Call **Gary** in Harrisonburg at 540-867-9459. (exp. 12/21)



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)



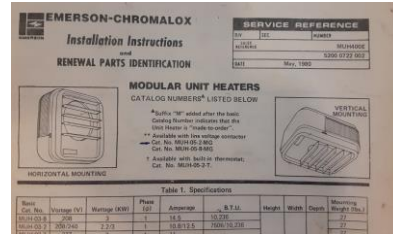
1936 Ford parts: All original. Two headlight assemblies @ \$100/ea.; two hubcaps @ \$50/ea.; one rim @ \$40; two horns @ \$50; engine and transmission @ \$450. **Jerome Gray**, jerryanddong1@gmail.com (exp. 11/21)



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 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

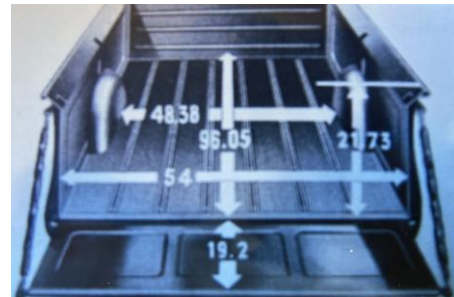
nancyvitaliano@icloud.com. (exp. 05/21)



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 Occoquon Rd., Woodbridge, VA 22191, 703-595-9834. (exp. 05/21)



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



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

PARTS & ACCESSORIES FREE

Three 17" Split-Rim 8-Lug Wheels Free: Fits 1948-52 Ford F-2/F-3 trucks. **Ray Lambert**, 703-595-9834. (exp. 07/21)



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



Head Gasket for 8BA Engine Free: Left head gasket (only have the one) for an 8BA engine. Still sealed in shipping package, says it fits '49-'53 Ford and Mercury cars and '48-'53 trucks. **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)



NEW MEMBER WELCOME

Welcome!

by *Gay Harrington*

On behalf of the entire NVRG, I'd like to welcome our newest members, Jeff and Kelley Gallop, who live in Nokesville, VA. We have Dave Gunnarson to thank for finding Jeff, who happens to also be an EFV-8 commercial truck guy. Jeff and Kelley own a 1936 Ford Model 51 that isn't yet running. The Gallops hope to get the truck in running condition and gradually restore it to its original beauty. Welcome, Jeff and Kelley!



Jeff and Kelley Gallop's Ford in its new home

LONG-TIME OWNER

Another in the series of long-time owners:

1935 Packard 120 Convertible Coupe

By *Keith Randall*

My dad horse-traded three loads of topsoil from our 13-acre property for this car in 1954. He gave the car to me in 1955, when I was 8 years old, to divert my mother's fuming about more "old junk" when he came home with a 1931 Model A Ford Coupe! The Packard shared the other back corner of our barn in Mentor, Ohio, for 42 years; then two years in a storage building in Ohio and, since 1998, it too has been at "Monoxide Manor." I last drove the Packard in High School in 1965. Maybe someday I'll... the Packard.





NVRG 2021 Calendar



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.
September	
8	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
14	Membership Meeting – 7:30 pm. Program: The 1932 Ford. Presenter: John Ryan.
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
28	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Save the Date!



-  July 13 – Ice Cream Social/Membership Social
-  August 10 – Movie Night
-  December 14 – Holiday Party

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@rustinsuranc.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

When patronizing our advertisers, tell them you saw their ad in the Valve Clatter newsletter!



**YOUR NEIGHBORHOOD
AUTO REPAIR EXPERTS!**

Enjoy Transparency & Accountability with our Digital Health Inspection & Show'n Tell Service™. Only at Craftsman.

Hybrid and EV auto care


CRAFTSMAN WARRANTY

ASE

5 Locations!

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

Give us a call or schedule your appointment online 24/7!
833 – CRAFTS1 | www.CraftsmanAutoCare.com



**DULLES
AUTO CLINIC**

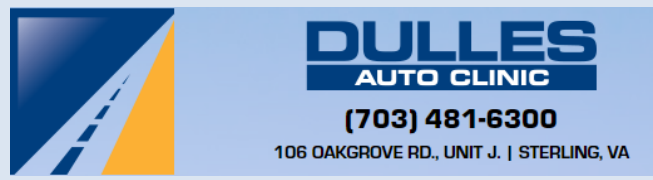
Quality Service at Affordable Prices
dullesautoclinic.com

Foreign Domestic

703-481-8300

106 J Oakgrove Rd
Sterling, VA 20166


Wayne R. Judd
President/ASE Master Technician



**DULLES
AUTO CLINIC**

(703) 481-6300

106 OAKGROVE RD., UNIT J. | STERLING, VA



PT Auto Experts
Your one stop shop for all your automotive needs

Tony Muller
OWNER

340 Mill Street NE
Vienna Va 22180
703-281-7506

ptautoexperts.com
ptautoexperts@aol.com

NVRG Car of the Month
Jim Cross « 1941 Ford Super Deluxe Convertible



FIRST CLASS MAIL

**Regional Group 96
Early Ford V-8 Club
Post Office Box 1195
Vienna, Virginia 22183**