



[www.nvrg.org](http://www.nvrg.org)

# Valve Clatter

*Early Ford V-8 Club of America*



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

Volume XLIII, No. 10, October 2021

Editors: Nick Arrington & Stephanie Beavers

## September Membership Meeting

# Shop Talk

*By Dave Gunnarson – from Honolulu!*



One of the changes in our membership meetings that the current pandemic has caused is the difficulty of having personal interactions, questions, and discussions before and after the business meeting and program take place via Zoom. The September Zoom meeting was set up in a way to return to some of those great interactions. Titled “Shop Talk,” the meeting was an open forum for an exchange of ideas and a place to ask questions and seek advice about our cars, trucks, engines, garages, and other aspects of our flathead hobby.

# Up Front with the President

## October 2021



### President's Message October 2021

It's nice to see more events on our NVRG calendar. The day tour to the Flying Circus Airshow in Bealeton, VA, was a success. The relatively pleasant weather enticed a small group of members in early V-8s to participate in this unique and exciting event. See the article in this issue.

Of course, Hershey is the big kahuna of events on October 6–9. It provides an overdue opportunity to re-engage with our NVRG friends and others from around the country. Unfortunately, we will miss seeing our members in the UK who will not be able to attend due to COVID travel restrictions.

We also have a tour to the Cold War Museum and other sights in Vint Hill, VA, on October 23. This interesting museum was founded by Francis Gary Powers Jr., son of the famed U-2 pilot. Check out the notice in this issue for details.

The process for electing members to serve on the Board of Directors was completed at the membership meeting in September. We had fewer members nominated (four) than the number of open seats on the board (six). Consequently, all those nominated were elected by acclamation. Fortunately, all board members whose terms are expiring this year agreed to continue serving. Thank you, Cliff Green, Bill Simons, Gay Harrington, and Ken Burns. Thanks also to Joe Freund who will be rejoining the board ex-officio as past president. These dedicated folks along with the other four board members and committee chairs deliver the services and events that that make our regional group so great.

This month's membership meeting on Tuesday, October 12, will feature our traditional Hershey Review. All members are invited to describe their experiences, show any major parts "finds," and/or show their photos. Through the magic of Zoom, you can display your photos on your own computer monitor and, via the "share screen" mode in Zoom, all participants in the meeting will be able to see them. Alternatively, you can send your photos electronically to Dave Gunnarson ahead of time. See you there!

Best V-8 wishes,

*John*

**zoom**  
Membership Meeting  
Tuesday, October 12, 7:30 PM

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

**Shop Talk, cont'd.**

The meeting started with a few topics already arranged. Bill Simons mentioned that his Woodie turn signals had stopped working along with one brake light during his drive from Virginia to Maine. He discovered that his battery was a bit low and when fully charged they seemed to work again.



During the discussion on what Bill might do, someone mentioned that LED lights either work or are off and they don't dim as the voltage drops. Instead of dimming, they just stop working once a threshold low voltage is reached. It was speculated that, as the battery voltage decreased to a point below the low voltage threshold, the lights just stopped working.

The discussion then turned to figuring out how to diagnose why the battery voltage was dropping. Cliff Green mentioned that by removing the negative battery cable from the terminal and then re-installing it, if a spark is observed as the cable is close to the battery terminal, there is a current drain somewhere in the overall circuit which needs to be isolated and fixed. Bill mentioned that he was going to start isolating parts of the wiring in an attempt to find out what is causing the current drain on the battery.

Bill also mentioned that he had purchased an alternator for the Woodie from Whitney and will experiment with it in the fall.



He is wondering what experience people had with installing this generator, since he had heard that it required modification of an original generator mounting bracket. Hank Dubois mentioned that he might have a spare 1949–1953 generator mounting bracket, so he and Bill were going to find a time to connect. Nick Arrington mentioned that, in some applications, this generator may cause problems with the fuel gauge shorting out, so Bill was going to investigate to make sure this was not going to be an issue with his application.

Anyone interested in this conversion can use the following contact information:

<https://www.ejwhitneyco.com/automotive.html>

Ed Whitney  
8612 Kendor Dr.  
Buena Park, CA 90620  
(714) 773-1611

Clem Clement asked about fire extinguishers. He specifically asked what fire extinguishers need shaking, where they should be stored in the vehicle to be easily accessible/found/not become a missile in a crash, how they are operated, and if the vehicle should have more than one.

There was a fire safety presentation by Tommy Harper as the membership meeting program in September 2018, which was published in the October 2018 Valve Clatter, so answers to those questions should be in that issue.



Clem also asked if there was any Ford publication regarding the specific locations and lubricants to use other than those shown in the lubrication chassis charts with which we are all familiar. Specifically,

thinks like door hinges. A few folks mentioned that they use various light machine oils for these applications, but the discussion really got interesting when someone mentioned speedometer cables.

Few people take the time and effort to lubricate the speedometer cables; it is something that should be done.



One person mentioned that they squirt a few drops of liquid graphite between the cable and the casing. Someone else mentioned that it's actually better to remove both the speedometer head connection and the driveshaft connection and remove the drive cable while leaving the housing in place. Then lubricate the drive cable and reinstall it. This makes sure the entire cable is fully lubricated. Several people mentioned that some of the Ford parts suppliers we all use carry small tubes of speedometer lubricant for a very reasonable price. Cliff Green mentioned that he uses dry graphite which is really inexpensive.



Dave Gunnarson mentioned that he would be moving his truck restoration project into the painting stage next year and was seeking recommendations on people to perform the work and any other experiences worth sharing.

The consensus seemed to be that, in general, the best finish was the result of plenty of prep work and not to scrimp on the cost.

Another consideration was the decision of painting with enamel or the base coat-clear coat process.

Several people shared their experiences with enamel and base coat-clear coat. Bill Simons mentioned that his Woodie was the base-clear coat paint and it has held up remarkable well. Leo Cummings also mentioned that a paint shop really did an amazing touchup job on his car around the gas filler neck and blended the paint which is apparently difficult with the base-clear combination. Cliff Green gave praise to "single stage" enamel which contains a hardener, allowing it to be color sanded and polished.

Clem then asked about some problems he was having with the carburetor on his pickup truck. He mentioned that upon starting, the engine instantly proceeded to full power with high revs, not returning to idle, and also backfiring when shut off. He said that eventually the problem went away after several times of turning the engine on and off. Most comments seemed to point to a bad accelerator pump or power valve and recommendations of having the carburetor professionally rebuilt.

While not the same as meeting in person, it was a great to have some open discussions and share experiences like old times.

## OUT AND ABOUT

### 22<sup>nd</sup> Annual Fairfax City Labor Day Car Show

By Clem Clement



Our group assembled for the 22<sup>nd</sup> Annual Labor Day Car Show in Fairfax City at university mall – Cliff Green, Ken Burns, Joe Freud, and myself. My '40 Merc died, but Cliff tightened the battery negative post and off we went. During my turn to park, the engine died. The car would not start. We rolled it onto position. When it was time for me to leave, Ken used the starter solenoid mechanics start button and the Merc motored home. As it stopped in the garage, it quit again. (On the way home the battery meter showed a hi charge. The battery had been charged fully on Saturday. I'm doing circuit checks. Battery is four years old and suspect. Off Tuesday morning to grab a new battery from Fairfax Auto. Because I won a trophy, I get the battery for \$109. Not bad.

As we sat and enjoyed the nice day, two Fairfax City police officers came by to check out our cars. We, of course, pointed to Wayne Chatterton as the guilty one! They asked me about my Year of Manufacture (YOM) '40 VA license plates. The police officer commented on the nice repaint of the plates. Ken Burns explained about the process and that old plates were available from dealers. I made mention that I bought mine from a EV-8 clubber. I then remembered that I had not yet registered my YOM plates. Sheepishly, I dug out my VA antique plates from my trunk... "Well," I sez, "the correct registered plates are IN the car, but not ON the car... Gonna bail me bail me out??"

We had a great day and fine fellowship at the show. Jim Chesley, former Fairfax Car Show Chairman, guided me thru the throngs of happy showgoers to a safe exit. Along the way, I picked up Julie Elenbaum, Chris' wife, to which Jim pointed out that I did not give him a ride!

(I forgot my chairs and my box of Quaker Squares breakfast cereal. Ken rescued all for me. I will count the remaining squares.)

Note: Joe's fire truck took two trophies home. Also, Nick.

The following members were observed at the show: Dave Blum; Dave and Sarah Gunnarson; Nick Arrington (1955 Ranchero); Benny Leonard (1931 Coupe); Hank Dubois (1935 Coupe); Wayne Chadderton (1953 Convert.); Cliff Green (1940 Woodie); Ken Burns (1941 Woodie); Joe Freund (1950 Ford Fire Truck); Jim Dillard (1948 Lincoln); Bill Selley; Leo Cummings (GM product); Steve Zimmerli (Mustang); and Clem (1940 Mercury Fordor convertible).



Joe Freund's 50s Ford Fire Engine – 2<sup>nd</sup> Place People's Choice Award and Best Ford Truck



David Bloom, Ken Burns, Clem Clement, Nick Arrington, Wayne Chadderton, Cliff Green, Joe Freund



Enjoying the shade at the Labor Day Show – (l-r) Ken Burns, Joe Freund, Wayne Chadderton, Sarah and Dave Gunnarson, Leo Cummings, Bill Selley



The lineup of my hood, Wayne's 53, the open space where Clem was parked, and Cliff's Woodie.



I'm holding Clem's award for Best Interior. Joe got awards for Best Ford and People's Choice 2<sup>nd</sup> Place.



Modifieds and Rods surround the old train station

What struck me was what appeared as an almost equal amount of both stock and modified units in attendance. Regardless of what some think of *rods*, you have to appreciate the talent and workmanship involved in their construction which, in many ways mirrors the restoration of our classics, and I can clearly see that the health of many of our clubs will depend on including all types of these vehicles in future events. It was a very well run show and I'd strongly recommend it to all club members in the future. As for Fords, a very nice 1951 flathead-powered F-1 pickup with period accessory speed equipment and a '48 Convertible with a modern driveline both took home awards. Put the event on your calendar for next year.

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**The 45<sup>th</sup> Edgar Rohr Memorial Car Show – September 18**

By Nick Arrington

This is a nice show in Old Town Manassas – right in my back yard – sponsored by the Bull Run Region of the AACA. Like most events, it was canceled last year. I attended this year and was surprised to see, what I learned was, over 300 cars in attendance. The show is open to both stock and modified vehicles and I saw everything from a 1921 Lincoln Touring Car to a 2021 mid-engine Corvette. The *stock* crowd was located on the lawn section in front of the Manassas Museum and the *modified* vehicles were on the streets surrounding and adjoining the train station and parking garage.



Stock class – Edgar Rohr Show



Flathead powered with F-1 with very nice aluminum heads and dual carbs



Nice '48 Convertible with modern driveline



Wing walker

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**Bealeton Flying Circus – Sunday, September 19**  
*By Nick Arrington*

Another outstanding event arranged by our Tour Master Hank Dubois. Hank and Frankie Martin – riding shotgun – in the 1935 three-window coupe departed Fairfax with Jim and Connie Baker in tow piloting a modern ride. I jumped in behind them with my 1935 five-window coupe on the outskirts of Gainesville and headed down Rt. 29 and Rt. 17, furiously trying to keep up with Hank's hopped-up coupe to Bealeton.

We were greeted by the Skiles and their '34 Roadster at the gates of the Air Park. We all parked together to watch the show, which began at 2:00. This was the third time in 30 years I've attended the show and I had forgotten how entertaining it is – and for only \$16 – it's such a great entertainment value. The event included a parachute jump, wing walking, and assorted aerobatic maneuvers from a variety of fixed aircraft, biplanes and even one WWI-period German Tri-Wing setup.

We were afforded great weather and the event was well attended. Afterwards, the announcer was gracious enough to allow our three period flathead-powered vehicles to pose by a variety of antique aircraft. I'd definitely encourage all members to attend the event if the opportunity arises.



'35 with biplane



Parachute drop



Group shot



## LONG-TIME OWNER

### Zelda – My 1970 Datsun 240Z

By Jim Gray

I ordered my Datsun 240Z from Delridge Auto Sales in Seattle in June 1970. The car I'd been using – a 1962 Pontiac slant 4 – was dying. I worked two jobs and was in Air Force ROTC, and was on the road to and from those jobs and ROTC drills all the time. Because of the anti-Vietnam war sentiment, we cadets often had to get to a remote spot for drill.

My dad agreed I needed a new car, and we talked about a Camaro or Mustang, until we looked at the cost of insurance. It was pretty high since I was still just 20. I'd read about this new Datsun car – the 240Z – in *Road & Track*, and asked about that. We called USAA, and they classified the 240Z as a Datsun coupe, which made insurance a lot cheaper; I got to order the car.

The car arrived at Delridge Auto Sales in South Seattle on November 10, 1970. Norm Budrow, my salesman, called and explained that the car had a black interior rather than the tan I'd ordered. I was delighted! When I ordered the car, black wasn't an option. I've read articles since then about production of the early Zs and learned that the only reason they offered a black interior for my color (907 – an approximation of British Racing Green) was because they had run out of the tan material. Only 500 of these BRG cars were shipped with black interiors.

On Veteran's Day, I hitched a ride with my best friend Moose for the 45-minute drive to Delridge Auto Sales. We drove as a two-ship back to the "U" district, as I tried to learn how to drive a 4-speed. All the manual shift cars I'd driven had been ancient 3 on the column tanks. This Z car was very different.

Once back in the U district, we uploaded five more friends into my brand new two-seater and drove a few blocks – with the hatch open – to Herfy's, a popular burger joint where we poured out clown-car exit style. After chow, two of the rear riders had had enough of traveling baggage class and trudged home from there. We remaining five – three up front and two lying down in the rear – drove around a bit as I continued my OJT on this new 4-speed.



June 25, 1971: Kathie and I leaving on our first road trip

That first road trip – Seattle to Springfield, VA, by the deep southern route (read, via Laredo, TX) – occurred without air conditioning, which wasn't even an option yet. So, the car was hot – in more ways than one. I learned that the nose of the car would float a bit at 115 mph – which was "safe and reasonable" according to Texas, but not to me. We slowed to 110, and it was still hot inside the car.



Original specs on a 1970 240Z:

- 2393 cc/146 Cu in displacement
- 150 hp
- 0–60: 8.7 seconds
- 0–100: 27.1 seconds
- 122 mph top speed
- 15.9 gallon gas tank
- 21 mpg
- 335-mile cruising range

# DATSUN

THE BIG DATSUN DIFFERENCE IS VALUE

## 240-Z COUPE

SERIAL NO. <b>HLS30-08602</b>	ENGINE NO.
PORT OF ENTRY: <b>Seattle</b>	
DEALER'S NAME: <b>Delridge Auto Sales</b>	
ADDRESS: <b>4701 Delridge Way SW</b>	
CITY: <b>Seattle, Washington</b>	
METHOD OF TRANSPORTATION: <b>TRUCK</b>	
MANUFACTURER'S SUGGESTED RETAIL PRICE	\$ <b>3,596.00</b>
PRICE INCLUDES ALL OF THE FOLLOWING:	
156 H.P., 3-CYL., OVERHEAD-CAM ENGINE	\$
4-SPEED FULL-SYNCHRONIZED TRANSMISSION	\$
FRONT DISC BRAKES WITH POWER ASSIST	\$
FULL INDEPENDENT FRONT AND REAR SUSPENSION	\$
WINDSHIELD FRESH-AIR SYSTEM	\$
APPROVED EXHAUST EMISSION SYSTEM	\$
JN11 BODY CONSTRUCTION	\$
WINDSHIELD WASHERS	\$
4-SPEED ELECTRIC WIPERS	\$
ALTERNATOR -- 45 AMP -- 12 VOLT	\$
CAMPIES	\$
ADJUSTABLE RUCKET SEATS	\$
DELUXE VINYL UPHOLSTERY	\$
DELUXE WHEEL COVERS	\$
HEATER & DEFROSTERS	\$
SAFETY BELTS	\$
FOAM CUSHION SEATS	\$
DUAL HORNS	\$
BACKUP LIGHTS	\$
OUTSIDE MIRROR	\$
ALL TRANSISTOR SIGNAL SEEKING AM RADIO	\$
ELECTRIC POWER ANTENNA	\$
TACHOMETER	\$
CIGARETTE LIGHTER	\$
CONSOLE	\$
LOCKING STEERING COLUMN	\$
ELECTRIC CLOCK	\$
TRIP METER	\$
FACTORY SUGGESTED DEALER D. & H.	\$ 75.00
LOCAL FREIGHT	\$ 7.95
TOTAL SUGGESTED RETAIL PRICE	\$ <b>3,678.95</b>
Plus State, Local taxes and license fees	
<b>NISSAN MOTOR CORPORATION IN U.S.A.</b> 177 EAST FLORIDA BLVD. - GARDENA, CALIFORNIA 90247 400 COUNTY ROAD - SPENCER, NEW JERSEY 07081	

I have the window sticker, original registration, original insurance certificate, payment books, warranty booklet with warranty card, wheels and hub caps, toolkit and content listing, dealer key tag and 1970 VA plates. Why VA? Because my dad was on the loan and my parents had moved to Virginia while I was still at UW.

I added a "Factory Authorized" Frigiking air conditioner when my then-local Datsun dealership in New Hampshire first got them in January 1972.

My Z was a daily driver from 1970 until 1987, before being stored in a country ham barn until 1990, when I was reassigned from Germany to the

Pentagon. I only drove her occasionally until 2012 when I stored her to wait for a restoration shop availability.

She got a rotisserie restoration by Black Wolf Automotive in Woodbridge, VA, from 2016–2017.

During this restoration I changed a few things – like adding the period-correct dealer-option mags I couldn't afford in college; stainless steel bumpers; hand throttle control; clean intake manifold; Retro-Sound Bluetooth capable/iPod connectable/satellite radio; and an Optima battery.

She's crossed the country five times. She's lived in Washington, Maine, New Hampshire, Texas, Florida, California (three times), Tennessee (in that ham barn while we were stationed in Germany), and Virginia (twice).

And that's the story of how I became the proud, permanent owner of my 1970 Datsun 240Z – road tested and named "Best \$3,500 GT" in the July 1971 *Road & Track*, and one-upped in the August issue as "One of the Top 10 Cars in the World."

I call her Esmerelda because she's emerald green; I've nicknamed her Zelda – my girl from my roaring 20s.



"Best 70s Car" from the June 4, 2017, NVRG Fairfax Car Show

**A Saturday Drive in the Country for Pre-War V-8s**



A group of Pre-War car enthusiasts and Ayrshire Farm in Upperville, VA, have invited NVRG owners of Pre-War V-8s to a 70-mile drive through the Virginia piedmont on Saturday, October 2. The drive will visit a working water-powered grist mill on the Shenandoah River where a box lunch will be served, a stop by the Burwell-Morgan Mill and the Old Chapel, Long Branch Mansion, and Bluemont Vineyard, with optional stops at the Bear Chase Brewing Company and Barrel Oak Winery and Taproom. The tour ends at Ayrshire Farm with an ice cream social and farm tour to see rare-breed cattle, pigs, and horses on this working organic farm.

The tour will also include an optional Poker Run with a prize for the high hand of the day. Cost for the day is \$45 per couple and includes lunch and the ice cream social but does not include winery or optional Poker Run entry fees.

To attend or for more information, please email: [joy@ayrshirefarm.com](mailto:joy@ayrshirefarm.com). Hank Dubois has requested additional information on this event such as starting time and rain date and will provide it to NVRG members via email. Also, if you do plan to attend, please let Hank know at 703-476-6919 or [handcdu-bois@verizon.net](mailto:handcdu-bois@verizon.net), so he coordinate an NVRG caravan to the event.

**October Tour – Cold War Museum, Vint Hill, VA**



On Saturday, October 23, NVRG will conduct a tour event that was originally planned for March 2020 but had to be postponed due to the emerging COVID situation. Now that COVID is under control, or at least is much less of a threat, we plan to take up where we left off a year and a half ago. The event will consist of touring to Vint Hill, VA, where we will visit the small but unique and interesting Cold War Museum, have lunch at the nearby Café at Farm Station, and then spend a little time checking out Old Bust Head Brewery and/or Vint Hill Craft Winery, both of which are very close by.



For the drive out to Vint Hill, we will caravan west on Rt. 29 to Vint Hill Road, which will take us directly to Vint Hill. For the drive back to Fairfax, we will be using a less traveled and more scenic route. So, if you would like to participate in this tour, mark your calendar, be sure that V-8 of yours is ready to go, then get ready for a fun day. Additional details and sign-up information will be made available by Hank Dubois via the NVRG listserve well in advance of the tour.

## The 2022 Eastern National Meet Franklin, Tennessee June 1-5, 2022

Please join us in Tennessee!

The 2022 Eastern National Meet promises to be a great time for everyone. For the first time since 2019 Early Ford V-8 enthusiasts from all over the country are encouraged to come together in the Nashville area for a traditional national meet.

Several events are being planned, including a tour to the Leiper's Fork and Distillery, the Grand Ole Opry on Friday night after judging and also a special ladies event on concourse day.

While in the Nashville area, be sure to leave yourself time for touring on your own. Historic downtown Franklin has plenty to do and see and is just a short 5-mile drive from the meet hotel. For those who want to venture farther, downtown Nashville is about a half-hour drive. If your touring takes to the "new" Grand Ole Opry, a visit to the adjacent Gaylord Hotel is a destination in itself. Consider also the Country Music Hall of Fame and Museum, the Parthenon in Centennial Park, the Ryman Auditorium and the honky tonks on Broadway, to include Tootsie's Orchid Lounge, for a visit.

The meet itself will have all the activities you have come to expect, from the raffle room, to a memorabilia room, to an indoor swap meet and a place to clean up your vehicle. There will be a meet and greet on Wednesday with light snacks. In addition to seminars, on Thursday there will be an Early Ford Foundation meeting, Meet the President, and owners/judges meetings followed by a more formal welcome party.

For more information please go to

Website: [2022enm.com](http://2022enm.com)

or to

Email: [registration@2022enm.com](mailto:registration@2022enm.com)



## The NVRG 2022 Calendar Is Here!



Cost of a single issue: \$12

Cost of a single issue mailed: \$15; two issues: \$28 mailed

If you want more than two calendars, send an inquiry to Cliff Green at [dcliftongreen@gmail.com](mailto:dcliftongreen@gmail.com)

Make your check payable to NVRG and mail it to:  
Cliff Green  
6214 Militia Ct.  
Fairfax Station, VA 22039



**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](mailto:nta1153@verizon.net). To be included in the upcoming issue, ads need to be submitted by the 18<sup>th</sup> 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

**1953 Ford 50<sup>th</sup> Anniversary Crestline Victoria Hardtop:** 84,000 miles, frame-off restoration in 1990, 14 factory options (Fordomatic 2-speed transmission; wheel covers; Coronado wheel option; rear fender shields, bumper deflector, back-up lights, etc.). Asking \$28,500. Call **Charlette Rooney** 703-439-7665. (exp. 03/22)



**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. 02/22)



**1936 Ford Model 68 Touring Sedan:** Córdoba Tan exterior with poppy red pinstripes and wheels (Spyder hubcaps); Bedford cord interior; rebuilt engine (LB block) and transmission; Columbia rear end; hydraulic brakes; radial tires; seat belts; turn signals; and electronic ignition. For more information, email [olcarfn@aol.com](mailto:olcarfn@aol.com). (exp. 02/22)



## PARTS & ACCESSORIES FOR SALE

**Miscellaneous items:** Dog dish-style Ford hubcap with white paint near center and battery clock in center: \$25; 4-bladed fan for Model A: \$40; Model A spare tire shiny mirror with leather strap: \$25;

same with chain strap and 4 1/2" mirror: \$25; three shock dog bones: \$3/ea.; brake master cylinder mount/shaft pivot for 1948 Ford, O1A-2467\*10: \$65; several helmeted Mercury wheel disk spinners, nice: \$20/ea.; several black truck hinge mirrors: \$20 each; one long-arm truck mirror, 5" mirror: \$20; Model A Pitman arm: \$20; Model AR distributor (suspicious body): \$50; Model A oil pump: \$40; Model A band-mounted electric cutout, Brattons, new: \$50; Model A carb, no markings: \$30; Model A carb, Sears rebuild sticker: \$30; 8BA Carb: \$65; Model A truck tail light with cast bracket, black, used: \$65. **Clem Clement**, H: 703-830-5597 leave message or [Clem.Clement@cox.net](mailto:Clem.Clement@cox.net). (exp. 2/22)



**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)



**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](mailto:dogbanner@gmail.com). (exp. 09/21)

**EMERSON-CHROMALOX**  
**Installation Instructions**  
 and  
**RENEWAL PARTS IDENTIFICATION**

**SERVICE REFERENCE**  
 DIV. SEC. NUMBER  
 FILE NUMBER MUH4002  
 DATE May, 1960 5200 0722 002

**MODULAR UNIT HEATERS**  
 CATALOG NUMBERS\* LISTED BELOW

\*Suffix "M" added after the basic Catalog Number indicates that the Unit Heater is "made-to-order".  
 \*\* Available with line voltage contactor  
 † Available with built-in thermostat; Cat. No. MUH-05-2-T.

**HORIZONTAL MOUNTING** **VERTICAL MOUNTING**

**Table 1. Specifications**

Basic Cat. No.	Voltage (V)	Wattage (KW)	Phase (Ø)	Amperage	B.T.U.	Height	Width	Depth	Mounting Weight (lbs.)
MUH 03-3	208	3	1	14.5	10,230				27
MUH 03-2	250/240	2.2/3	1	10.8/12.5	1500/10,230				27



**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)








# NVRG 2021 Calendar



October	
2	<b>Pre-War V-8 Drive to Ayrshire Farm</b> – See early details, page 10.
12	<b>Membership Meeting</b> – 7:30 PM. Program: Hershey Review by membership. Venue: Zoom.
13	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
18	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators.
23	<b>Tour to The Cold War Museum</b> – Vint Hill Station, VA. Details on page 10.
26	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.
November	
9	<b>Membership Meeting</b> – 7:30 PM. Program: TBD.
10	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
18	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators.
30	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.
December	
8	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
14	<b>Holiday Gala</b> – <i>No membership meeting.</i>
18	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators. <i>No Board of Directors meeting.</i>

Save the Date!	
	 October 2 – Pre-War V-8 Drive to Ayrshire Farm  October 23 – The Cold War Museum Tour  December 14 – Holiday Party

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	<a href="mailto:john@ryanweb.com">john@ryanweb.com</a>
Monthly Meeting Report	Dave Gunnarson	<a href="mailto:gunnarson@verizon.net">gunnarson@verizon.net</a>
Tour Report	Hank DuBois	<a href="mailto:handcdubois@verizon.net">handcdubois@verizon.net</a>
Event Calendar	Bill Simons	<a href="mailto:bsimons@rustinsurance.com">bsimons@rustinsurance.com</a>
Want Ads	Nick Arrington	<a href="mailto:nta1153@verizon.net">nta1153@verizon.net</a>
Membership and Dues Report	Gay Harrington	<a href="mailto:hahsuj@gmail.com">hahsuj@gmail.com</a>
Restoration Reports	Ken Burns	<a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
Tech Articles	Cliff Green	<a href="mailto:dcliftongreen@gmail.com">dcliftongreen@gmail.com</a>

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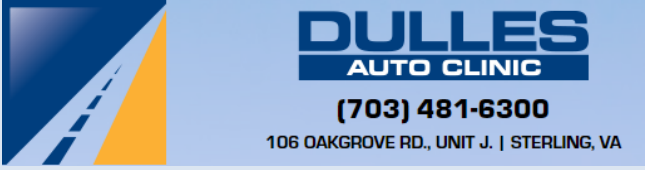
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*NVRG Car of the Month*  
*Jack Sweet « 1953 Lincoln Capri Convertible*



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