



www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



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

Volume XLIII, No. 11, November 2021

Editors: Nick Arrington & Stephanie Beavers

October Membership Meeting

HERSHEY 2021 REVIEW

By Dave Gunnarson



Several NVRG photographers documented the Hershey experience this year and shared the images at the October membership Zoom meeting. Providing photos for this year's review are Bill Simons, Ken Burns, Milford Sprecher, Jim Gray, and Dave Gunnarson. Hershey conditions were virtually perfect; temperatures in the mid-70s during the day, mid-60s at night, overcast, and dry. Crowds were light and while there were significant gaps in vendors, there was plenty to see, good deals were there to be had, and friendships to renew. For those who could not attend this year, here's a peek at what you missed.



The normally bustling NVRG camping outpost felt a bit deserted due to the lack of Canadian and European visitors.

Up Front with the President

November 2021



President's Message November 2021

There are a few indicators that life in NVRG is inching toward normalcy as we slowly recover from the limitations of the COVID-19 saga. Hopefully, the trend will accelerate in 2022.

Looking back, we had two very successful tours in September and October. Thanks to Hank Dubois for organizing and leading the tours.

Looking forward, Joe Freund has organized the triumphant return of our traditional Holiday Party which had to be canceled last year. This fun-filled event is always the highlight of the EFV-8 calendar and is extra-special this year. Participants can socialize in person with our fellow V-8ers – whom we haven't seen (except maybe on Zoom) for two years. The event is also a hopeful sign that 2022 will be more normal with more in-person events. The party will be on Saturday, December 18, at P. J. Skidoos in Fairfax. Check out the notice in this issue for more details.

November begins our "dues are due" season – It's time to "Renew for '22." The attractive NVRG 2022 calendar is also now available. In fact, quite a few were sold at Hershey. For members' convenience, purchase of a calendar can be combined with membership dues for 2022. See the notice in this issue for details on this "combo" deal. Also, remember that membership in the national Early Ford V-8 Club is required for membership in our Regional Group.

This month's membership meeting is on Tuesday, November 9, at 7:30 via Zoom. Dave Westrate will describe the process and challenges of installing a top on his Woodie. I look forward to seeing you there.

Best V-8 wishes,

John

zoom
Membership Meeting
Tuesday, November 9, 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
	Past President – Joe Freund (2021 & 22)	

Hershey, cont'd.



NVRG member, Thetan Ogle had a space for his Tin Snips Fabrication business.



A nice 1932 Ford!



Bill Selley admires a Driver's Ed version pedal car.



Next to it, a matching color 1936 Fordor Sedan.



Tuesday night dinner at Fuddruckers.



A 1920s Model T with full "sunroof" option.



Near Camp Hershey was this nice 1955 Mercury station wagon.



1909 Buick – one of many original early cars at Hershey this year.



One dollar bought a NOS set in the box of Hupmobile piston rings which some bought as garage displays.



Everything here was \$1 and an honor box too!



Though some vendors were no-shows, there were still plenty of parts to look at.



A 1936 project car for \$2,950.



1910 Maytag Model A Runabout – the only unrestored Duesenberg-designed 2-cylinder car of 18 survivors.



'33-'34 Heads – A beautiful set for \$400. A great deal.



NVRGers review the RM Sotheby Auction cars at the Hershey Lodge parking lot.



An outwardly good-looking V-8-60 for \$400.



Very original Model A pickup.



1930 Model A Snowbird \$42,500.



The AACA Museum's 1913 Ford Model T C-Cab Truck.



Iron Hill Brewery was the location for NVRG dinner on Wednesday evening.



1947 Sportsman auctioned at \$104,000.



A nice Ford Convertible Sedan in the Car Corral.



1934 Woodie sold for \$46,200.



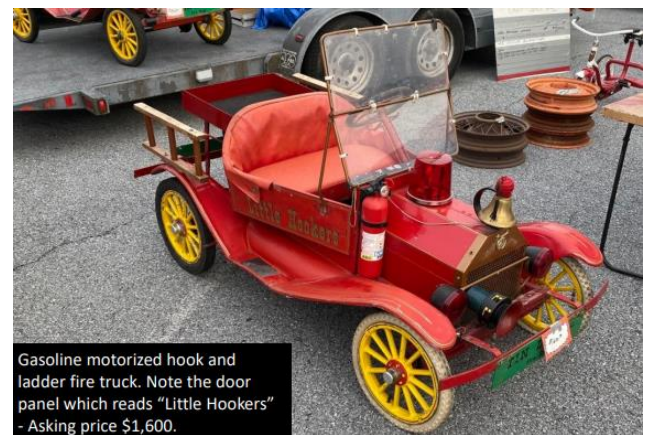
1941 Super DeLuxe Convertible – \$29,100.



Penn Hotel Thursday night dinner.



1941 Mercury Convertible \$28,600.



Gasoline motorized hook and ladder fire truck. Note the door panel which reads "Little Hookers" - Asking price \$1,600.

Joe Freund spotted this "Little Hooker."



1934 DeLuxe Roadster \$61,600.



1953 EMW (East Germany) \$90,000.



Car-themed boom boxes.



Only \$5,200 brings this sign home!



1936 Lincoln Zephyr in the Car Corral for \$34,500.



Who could resist chilling out with this fellow?



King Kong bids farewell from Hershey. Hope to see you there next year. Stay tuned as there is the potential for the Hershey show moving to a Monday through Friday schedule.

A complete review of the RM Sotheby's Auction results can be found at: <https://rmsothebys.com/en/home/auction-results/hf21>

California Dreaming

By Ken Burns

No, not the kind of dreaming the Mamas and the Papas sang about back in 1966. First of all, it wasn't a cold winter's day when Helen and I set off on our recent trip to see our son Chris and his family in Southern California for the first time in 2½ years. But anticipation of the trip brought back lots of fond memories of when Helen and I lived Chula Vista, CA, from 1967 to 1970 and again from 1973 to 1979. One of those memories is when my green Woodie followed me home in 1969 shortly before we left for Pensacola.



During my tenure as editor of the *Valve Clatter* I developed contacts with editors and many other denizens of Early Ford V-8 Land. There was going to be some free time in our visit schedule so I reached out to George Garrett, the current president of Southern California Regional Group #11 to see if we could get together for coffee some morning. I was thinking maybe we (Helen and I) and a couple of SoCal folks would just get together at some local coffee shop and talk about V-8s and maybe a few other things.

George said he'd round up a couple other V-8ers to join us for breakfast and that he'd pick us up in his '39 Deluxe Coupe. He arrived at the appointed hour in his stunningly restored Coupe and we piled in. As you know, Ford advertised the 1941 Ford as a "BIG New Car" and it's really evident when you compare front seat widths – that extra 5" in the '41 seat

makes it a true 3-passenger seat. Don't take this, in any way, to mean I don't like the earlier Fords or that I wasn't blown away by George's beautiful Coupe; it's just an observation on my part. (Below images from Forties Limited, Orange County.)



George's coupe is not completely stock but, to the casual observer, it's hard to tell what's not "the way Henry built it." The dual exhaust isn't really unusual in the Early Ford V-8 Club but the modified Flat-head under the hood is far from stock: '48 truck block bored 0.040 over, Mercury 4" crankshaft, mild Iskenderian cam shaft, dual Hollies with oil bath air cleaners on an Edelbrock intake manifold and aluminum heads. The front axle has a 1" drop and out back there's a Columbia rear axle that allows the little Coupe to easily keep up with freeway traffic. Attention to detail is evident everywhere—a tach is mounted on the steering column and the face matches all the gauges in the '39 Deluxe instrument panel.

After a quick run down the Costa Mesa Freeway and Newport Boulevard we were in beautiful Newport Beach. As we drove down Balboa Boulevard we spied Tom Shields in his 1951 Woodie in front of us. When we got out of the car, I reflected again on the

lyrics to “California Dreamin’”—the temperature was in the low 60s, the wind was brisk, and the “marine layer,” which is low-lying fog that disappears as the day wears on, blocked the sun. Dressed in shorts and my 2017 Eastern National Meet shirt I really wasn’t prepared for how chilly it actually was. George introduced us to Tom and then Charlie and Judy Dildine when they arrived.

For breakfast, George had selected Ruby’s Diner on the Balboa Pier.



Ruby’s Diners are iconic symbols of life along the coast in Southern California. The Balboa Pier location is the original Ruby’s. It opened on December 7, 1982, in a converted bait shop at the end of the [Balboa Pier](#). On that day, founders Doug Cavanaugh and Ralph Kosmides worked the grill and the cashier station and earned a whopping \$63. In nice weather, the deck outside Ruby’s is filled with tables and customers but on our visit we chose to shelter inside. The décor and menu have the vibe of a 1950s diner—just the perfect place for a group of V-8 enthusiasts to enjoy a casual breakfast and share details of their lives and V-8 adventures.



L-R: Charlie Dildine, editor, *The Fordist*; Judy Dildine, co-editor, *The Fordist*; Tom Shields; George Garrett (SoCal RG President); Helen and Ken Burns

George and Tom had participated in a Lincoln Highway Tour several years ago. A number of years ago Charlie visited Richmond Hill, GA, and had his hair cut in the barber shop that Henry Ford had constructed on his plantation and... the barber that cut Charlie’s hair had actually been Henry’s personal barber! More on this next month.

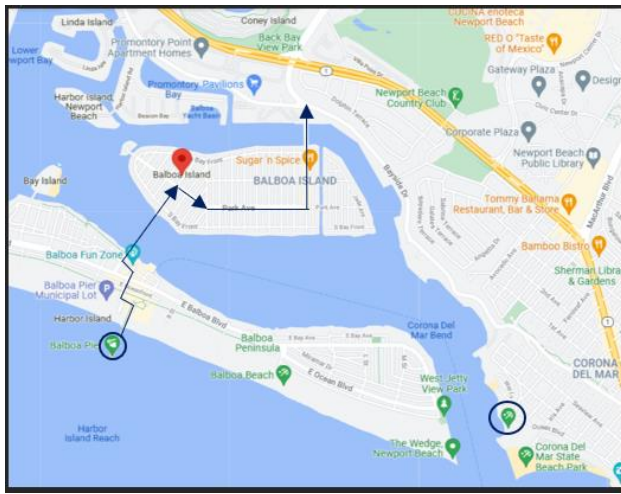
Time seemed to fly and soon we were saying our good-byes. Tom was our chauffeur and tour guide on the way home. Tom’s ’51 Woodie is a fairly recent acquisition, upgrading to more V-8 power and an overdrive transmission, which makes the Woodie more suited on long tours than his 1937 Convertible Sedan. Tom purchased the Woodie partially restored and turned it over to [Woodn' Carr](#) for the final touches on the replacement Woodie body. The varnish work is truly amazing to see in person.

Rather than returning via the same route, Tom entertained us with a guided tour of Newport Beach, Balboa Island, and Corona Del Mar. We crossed 800’ of water over to Balboa Island via the 2-car, plus bikers and pedestrians, [Balboa Island Ferry](#) which has been in operation since 1919.



You can’t see George’s ’39 but it was right behind us on the ferry.

From the ferry we proceeded along Bayside Drive and then Ocean Boulevard to Point Lookout, passing by stunning homes with a commanding view of the Pacific Ocean. (The map on the next page depicts the route we took.)



All good things must eventually come to an end and Tom drove us back to the hotel.



Our heartfelt thanks to George, Tom, Charlie, and Judy for being such wonderful hosts and tour guides. We've definitely added to our fond California and Ford V-8 memories.

A SECRET "WEAPON"

Note: This article originally appeared in the Dallas Daily Script newspaper and was more recently printed in the Rumble Sheet newsletter from the Twin Cities Regional Group Early Ford V-8 Club.

It seems that the German and British aircraft both used 87 octane gasoline in the first two years of the war. While that was fairly satisfactory in the German Daimler-Benz V-12 engine, it was mar in al [sic] in the British Rolls-Royce Merlin XX engine used in British aircraft. It fouled the spark plugs, caused valves to stick, and made frequent engine repair problems. Then came the WWII lend-lease program and American aircraft began to enter British service in great

numbers. If British engines hated 87 octane gasoline, the American General Motors built Allison 1710 engines loathed and despised it. Something had to be done! Along came a French-American named Eugene Houdry. Never heard of him? Small wonder, very few people have. Eugene Houdry, born in France, resettled in the USA, and developed one of the earliest catalysts to convert crude oil into high octane fuel. As a scientist for Sun Oil in their South-east Texas Refinery, he invented the "Cracking Tower" that produced 100 octane aviation gasoline. This discovery led to great joy among our English cousins and great distress among the Germans. A Spitfire fueled with 100 octane gasoline instead of 87 octane was 34 miles per hour faster at 10,000 feet. The need to replace engines went from every 500 hours of operation to every 1,000 hours which reduced the cost of British aircraft by 300 Pounds Sterling. Even more, when used in 4 engine bombers. Luftwaffe pilots couldn't believe they were facing the same planes they have successfully defeated over France a few months earlier. British Spitfires that couldn't catch them a year ago started shooting their ME-109 E and G models right out of the sky. The planes were the same – but the fuel wasn't. Of course, the matter had to be kept secret. If the Germans found out that it was a French invention, they'd simply copy the original French patents. If any of you have ever wondered what they were doing in that 3 story white brick building in front of the Sun Oil Refinery on Old Highway 90 in Beaumont, TX that was it. They were re-inventing gasoline. The American Allison engines improved remarkably with 100 Octane gasoline but did much better when 130 octane gasoline came along in 1944. The 130 Octane also improved the Radial Engine Bombers we produced. The Germans and Japanese never snapped to the fact that we had re-invented gasoline. Neither did our "Friends" the Russians. 100,000 Americans died in the skies over Europe. Lord only knows what that number would have been without "Super-Gasoline." And it all was invented just a few miles west of Beaumont, and we never knew a thing about it ised [sic] it.



FALL TOUR

Vint Hill/Cold War Museum Tour 2021

By Susan Skiles

With contribution from Hank Dubois and photo credits to Dave Gunnarson

For those of you who didn't make it to the 2021 tour to Vint Hill and the Cold War Museum, you missed another wonderful tour arranged by Hank Dubois! The route and site were scouted by Hank and Cindy Dubois in March 2020 in anticipation of a spring tour that year. We all remember what happened to cancel it. Hank held on to the information and off we went on a beautiful sunny and pleasant October 23, 2021.

Cindy and Hank Dubois ('35 3-window coupe), Dave Gunnarson and Fred Koozer of Warrenton (modern), Leo Cummings ('50 Mercury Monterey Coupe), Liz and Bill Simons ('49 Shoebox Convertible), Susan and Keith Randall ('38 Fordor Sedan), and Mike Petty ('31 Model A Fordor Sedan) departed from Fair Oaks Mall.



Picked up on Rt. 29 along the way were Nick Arrington ('41 Pickup) and Dave and Susan Skiles ('31 Cabriolet). Bruce and Loretta Metcalf ('30 Model A Coupe) and new member Mike McCarthy (modern) met the group at Vint Hill.



As the museum is physically a small space, we were divided into two groups to allow for social distancing (nearly impossible inside).



While group one toured the museum, several of us went to the Covert Café and made our own coffee using a slow, temperamental Keurig. Once inside the museum, we learned it is in a building that was used by the U.S. Army, National Security Agency, and the CIA to intercept and interpret coded messages during the Cold War. Much of the original collection was owned by Francis Gary Powers' son, who gathered items while researching his father's career. The docents are very knowledgeable and told us small details about the many objects. We also learned a lot about the layers of air traffic control (an FAA building is nearby), thanks to Liz Simmons' question.



The "Vint Hill Room" is the story about the building and Vint Hill Station.



These items brought back memories of “duck and cover” in school hallways.



Cuban Missile Crisis Story

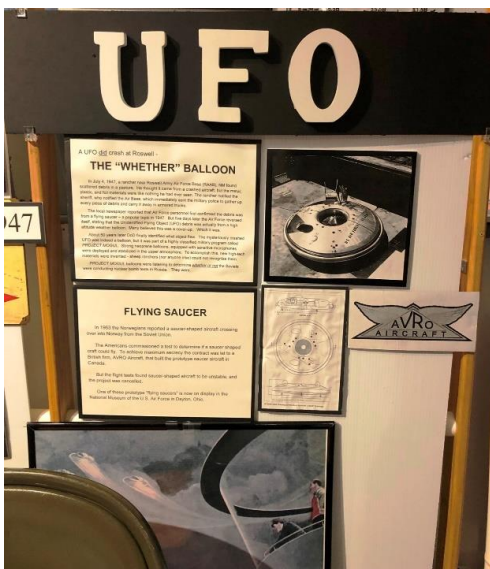


Original SAC Red Phone

There are displays about the Cuban Missile Crisis, UFOs, and the Pueblo and Liberty incidents.



Undersea Display



UFO Display



The second floor is as packed with artifacts as the first floor.



License Plate Topper

After the tours were completed, we gathered at the Café at Farm Station for lunch. After lunch many went to the Old Bust Head Brewing Company for a root beer or beer. Two of us opted for a wine flight at the Vint Hill Craft Winery.



The Lunch Crowd

Keith Randall led the way east through the back roads of Fauquier, Prince William, and Fairfax counties. We had lots of conversation, laughs, and joy at being together again. To those of you who couldn't join us for one reason or another, you were missed. We hope you will be able attend the next NVRG event.



**NVRG COMBO: SUPERSIZE YOUR FUN
WITHOUT ADDING CALORIES!!**

By Gay Harrington, NVRG Membership Chair

The NVRG 2022 calendar has been printed and it's available to all NVRG members and friends. Our calendar is a popular item, and we want everyone who wants one to be able to purchase one. Last year we gifted a 2021 calendar and a 2021 year of membership to all NVRG members on our rolls in 2020. Our dues and calendars are a large part of the financial support of our NVRG, so we are back to dues collection and calendar sales for 2022 (sustainable necessity). Please support us and enjoy our new 2022 calendar (photos are all new and all vehicles pictured belong to NVRG members). Cliff Green did a terrific job putting this together and getting it printed for us to enjoy. THANK YOU, Cliff!

If you haven't already renewed your membership dues for 2022, why not make it a COMBO? When you write a \$25.00 check to the NVRG to renew your membership, simply add an additional \$15.00 for a calendar (\$40.00 total) and you'll receive a 2022 calendar to hang, use, and admire throughout the year! Or, if you'd like two NVRG calendars, just add \$28.00 to the annual dues amount (\$53.00 total), and you'll get the supersized combo – dues renewal and two calendars – one for you and one to keep or share with a friend! No extra calories involved for this super-sizing!

If you want more than two calendars, send an inquiry to Cliff Green at dcliftongreen@gmail.com and he will provide you with the amount of the calendars and the postage required for shipping.

The "NVRG COMBO" check can be sent to the attention of Membership Chair, P.O. Box 1195, Vienna, VA 22183 or directly to Gay Harrington, 3080 N. Quincy Street, Arlington, VA 22207.

*Bon appétit! Buen provecho!
Buon appetito! Guten appetit!*

You are cordially invited to attend the

2021 NVRG HOLIDAY GALA

Saturday, December 18, 2021

at

P. J. Skidoos

9908 Fairfax Boulevard., Fairfax, Virginia

Lower-level banquet room by way of restaurant interior staircase

ATTIRE: COAT & TIE

Our celebration begins with cocktails at 6 pm (cash bar)

Menu Selections

*Fresh green salad with house dressing, bread, dessert, & tea or coffee included
with each dinner entrée*

*Prime Rib of Beef Au Jus 10 oz with red potatoes & green beans
\$32 per person*

*Fresh broiled Salmon, lemon butter or honey Dijon Glaze, red potatoes, &
green beans - \$30 per person*

Grilled lemon chicken breast with rice pilaf & green beans - \$28 per person

Dessert: Chocolate Mousse or Ice Cream or Sherbet

Please mail your check (payable to NVRG) with the completed Menu Selection Checklist not later than December 1 to:

Joe Freund

650 Springvale Road

Great Falls, VA 22066-3304

Also, let Joe know if you need a ride to and from P. J. Skidoos.

We look forward to seeing you there with wrapped gifts for the traditional gift exchange. Don't forget items that the spouses will enjoy!



2022 Early Dues Announcement

Hello Fellow NVRG Members,

Now that it's October, I'm writing to let you know that the early dues season for 2022 is open for anyone who would like to pay early. December 1 through January 31 is the normal dues collection timeframe, but some members like to get ahead of the holidays and pay dues early. The amount is still only \$25.00. To renew your NVRG membership for 2022, please send a check made out to NVRG in the amount of \$25.00 and mail it to:

Membership Chair, NVRG
P.O. Box 1195 Vienna, VA 22183

If you have already paid your 2022 dues in advance, you should have already received an email (or phone call if you don't have a computer) from me letting you know you're paid up. I hope each and every one of you will RENEW for '22!

Gay Harrington, Membership Chair

November 9 NVRG Meeting

Woodie Roof Installation – Challenges Abound



Installing the roof material on a woodie wagon is not a common experience for most V-8 restorers. Learn what went as expected and what did not amid the challenges of the COVID Pandemic. NVRG member Dave Westrate will talk about his experiences and guide us through the process.

Hope you can join us via Zoom for what should be an interesting program. Just click on the link below on Tuesday night, November 9, at 7:30 PM and you should go right to the meeting.

Topic: November NVRG Membership Meeting - Woodie Roof Installation
Time: 7:30 PM, November 9, 2021

Zoom Link:

<https://us02web.zoom.us/j/84369453299?pwd=RGZhcE0vdnJteEQ0RW1Zc25yRHhc4Zz09>

Meeting ID: 843 6945 3299
Passcode: 652229
Phone: 301-715-8592

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

or to

Email: 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

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. 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

1968 Ford Falcon: Southern California find with a clean title. Rebuilt 302 V-8 Engine, 289-cylinder heads, electronic ignition, 4v carburetor, aluminum intake, long tube headers, C4 transmission, 9” rear, and power disc brakes. \$6,500/obo. Call **Rob**, 269-491-9446; email: 1881lcd@gmail.com. (exp. 04/22)



1951 Ford Victoria 2-Door Custom Hardtop: After 10 years of being entrusted as the caretaker for this wonderful Classic Ford, I’m downsizing and must reluctantly part with it, so I’m offering it up for sale. This car is a completely restored original with under 68,500 miles showing on the odometer, having received a frame-up restoration before I acquired it around 2012. It has the original two-tone Ford Victoria Hawaiian Bronze/Sungate Ivory color combination – only the original lacquer paint was replaced with a durable, high-end base coat-clear coat finish that really sparkles and will last for years to come. It’s always been garage-kept since I’ve owned it, and the paint reflects it. The car has a smooth-running, absolutely stock 239 CID engine with Ford-O-Matic Transmission which I had

completely rebuilt. The only customization is the dual “Smitty” tailpipe and mufflers combination, which adds to engine performance and gives the car a smooth, throaty V-8 exhaust sound. Everything else is stock. It has been meticulously maintained and I have a list of the numerous improvements I’ve made to make it more reliable and better running. The 1951 Ford is the culmination of the 49-50-51 “Shoebbox” series and has all the latest innovations that Ford created for this model year. This is a wonderful classic Ford and I’m offering it to NVRG members for \$19,500. Contact: Alfromva@aol.com or 703-408-8372. (exp. 04/22)



1953 Ford 50th Anniversary Crestline Victoria Hardtop: 84,000 miles, frame-off restoration in 1990, 14 factory options (Ford-O-matic 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. (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. (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. (exp. 09/21)

EMERSON-CHROMALOX
Installation Instructions
and
RENEWAL PARTS IDENTIFICATION

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
Cat. No. MUH-05-2-MC
Cat. No. MUH-05-8-MC
† Available with built-in thermostat.
Cat. No. MUH-05-2-T.

Table 1. Specifications

Basic Cat. No.	Voltage (V)	Wattage (KW)	Phase (φ)	Amperage	B.T.U.	Height	Width	Depth	Mounting Weight (lbs.)
MUH-05-8	208	3	1	14.5	10,220				27
MUH-05-2	208/240	2.2/3	1	10.8/12.5	7500/10,220				27
MUH-05-2-T	208	3	1	14.5	10,220				27

SERVICE REFERENCE

REV.	DEC.	NUMBER
1	1984	MUH000E
		5200 0722 002

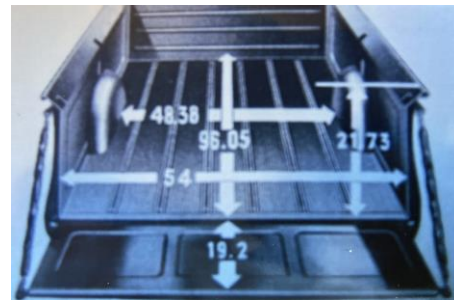
DATE: May, 1980



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)

PARTS & ACCESSORIES WANTED

WANTED: Used 8' metal bed strips as used on '48-'52 8' beds on F-2 and F-3 Express bed pickups. These are different from the 6' beds. I'll buy one or more. I can rework several to make good units. Let me know what you have or if parting out an 8' bed. Dimensions in photo below. **Ray Lambert**, 703-595-9834. (04/22)



What Do I Do if I Don't Receive My Monthly Valve Clatter Newsletter?



If you do not receive a copy of the *Valve Clatter* in your email inbox on any given month, please contact Ken Burns and let him know as soon as possible and he will get a copy to you. Contact Ken at: kenburns1310@gmail.com

If you receive your *Valve Clatter* by United States Postal Service, and you miss receiving one in your mailbox in any given month, please get in touch with Bill Simons and let him know as soon as possible and he will get a copy to you. Contact Bill at: bsimons@rustinsurance.com

If, for any reason either Ken or Bill is unavailable, please contact Gay Harrington, and I'll assure you receive your *Valve Clatter*, as I back up Ken and Bill. Contact me at: hahsuj@gmail.com

Gay Harrington, Membership Chair



NVRG 2021 Calendar



November	
9	Membership Meeting – 7:30 PM, via Zoom. Program: Woodie Roof Installation – Challenges Abound. Presenter: Dave Westrate.
10	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 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.
30	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
December	
8	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
18	Holiday Gala – <i>No membership meeting.</i>
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators. <i>No Board of Directors meeting.</i>
January	
11	Membership Meeting – 7:30 PM. Program: Morgantown Classic Car Mall Review. Presenter: Rusty Rentsch.
12	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 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.
25	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Save the Date!



December 18 – 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

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<p>McLean 1387 Chain Bridge Rd McLean, VA 22101 703-356-7730</p>	<p>Merrifield 2733 Merrilee Drive Merrifield, VA 22031 703-646-8270</p>	

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NVRG Car of the Month
Jason Javaras « 1948 Ford Sedan Coupe



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