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Value Clatter

Early Ford V-8 Club of America



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

Volume XLIII, No. 12, December 2021

Editors: Nick Arrington & Stephanie Beavers

November Membership Meeting

It's a Wrap – Roof Fabric Installation on a Woodie

Presenter – Dave Westrate / Writeup – Jim Labaugh



One of the features of Ford station wagons built before 1949 is the fact their roofs are all wood that is covered by a waterproof fabric. Until the mid-1930s, most vehicles, such as sedans and coupes, had roofs that are partially metal, with only the hole in the center of the roof metal covered in fabric. Ford came out with the all-metal roof in its 1937 cars. Other manufacturers already had all-metal roofs on their cars by then.

Those restoring woodies who need to replace the roof fabric are faced with many challenges. Dave Westrate's November meeting program presentation on how to install a new vinyl roof on a 1939 Ford Deluxe Station Wagon reinforced that challenges abound when seeking to properly install the fabric, and the hardware associated with the completed roof, on a woodie.

During the program, two videos shot and edited by Dave Westrate's grandson Isaac Barnes were shown and, after each, some photographs were shown for extra details. Isaac's skills in hosting the Zoom meeting and projecting the videos and photos were key to navigating the virtual audience through the program. Four of the Westrate's grandsons helped with this roof project over several weeks.

See Roof Installation, page 3

Up Front with the President

December 2021



President's Message December 2021

Late November and December are special in so many ways. A chance to reflect and consider our blessings over the past year and to engage with friends and family for holiday observances and celebrations. For NVRG, we do not hold our usual second-Tuesday membership meeting. Instead, we gather for our traditional, festive Holiday Party. If you need transportation to the party, please contact Joe Freund or any board member. Perhaps we can facilitate ride-sharing with another member. The deadline for signups is fast approaching, so act soon. See the notice in this issue for more details.

A gentle reminder: "Dues are due for '22." The "combo deal" (membership plus a calendar) is also still in effect. See the notice in this issue for more details. Renewing your membership for multiple years also might be a good strategy. For me, it is easy to forget to renew amidst all the distractions of the holiday period.

Necessary "distractions" this time of year include preparing our cars and trucks for winter storage. Critical areas include: tire inflation, battery maintainer, anti-freeze, fuel treatment, rodent protection, car cover. My to-do list has suddenly has grown longer.

Something to consider in the new year: The *V-8 Times* magazine will soon be available in a digital version, which will look exactly like the printed magazine. There is an article on page 14 of the September-October issue of the printed *V-8 Times* that explains what's planned. At membership renewal time, members will be able to opt to receive only the digital version at a reduced price.

For our January program, NVRG member Rusty Rentsch will give us an inside look at the Classic Auto Mall in Morgantown, PA. This 8-acre indoor facility houses a private collection of over 400 barn-find vehicles from 1904 to the 1970s. In addition, there are 1,000 cars on consignment looking for new owners. An amazing facility to say the least. I look forward to seeing you on this Zoom presentation.

Best V-8 regards,

John

zoom
Membership Meeting
Tuesday, January 11, 7:30 PM

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

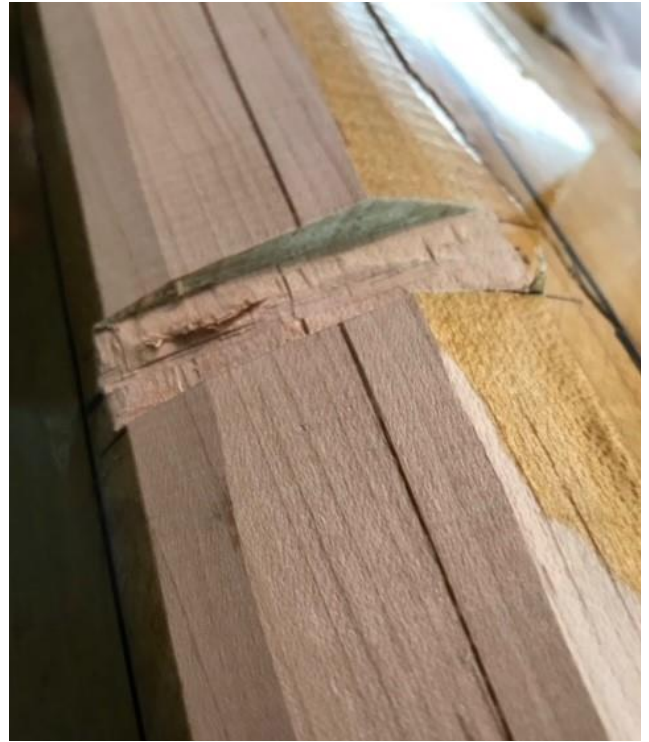
Roof Installation, cont'd.

The roof covering on a Deluxe '39 Ford is a long grain black vinyl; whereas, on a Standard '39 Ford, it is a flat brown vinyl. The roof material underside is a white woven material that is visible from the inside of the car when you look between the thin bass-wood roof slats that shape the central roof structure of the car. Attachment of the fabric to the roof involves stretching the fabric and tacking it to the hard maple wood of the front, side, and rear roof beams. A team of people is usually involved in the fabric installation, typically on a hot day that makes the fabric more pliable, with simultaneous stretching and tacking on the roof sides, front, and rear, starting in the center and working toward the roof corners.

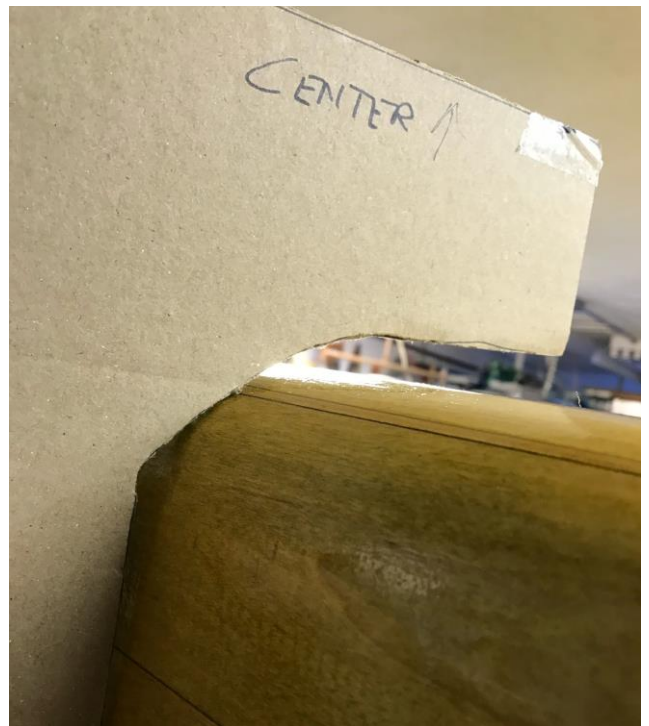


Dave explained that the most difficult part of putting roof material on these cars are the two rear corners and getting the material to fit properly. The team that was assembled on day one consisted of a few people who had done three or four of these roofs before, so there was plenty of expertise. What should have turned into a few hours work on a nice day ended abruptly because there was a problem with the contour of the rear roof wood beam.

The problem with the rear corners meant that Dave had to reconfigure and cut down the angle on the rear roof wood.

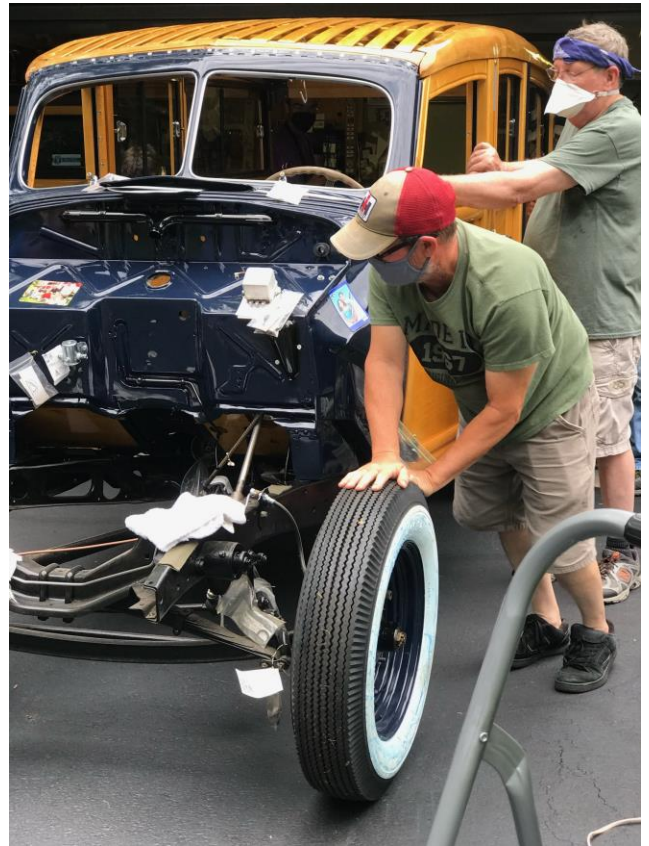


Templates based on the contours of Hank Du-bois' original, unrestored '39 Deluxe Wagon roof were prepared to be sure that the contour was cut properly and these templates were shown.





Dave also explained a contour tool that was used to help in this process. In the video, Dave and his grandson Noah showed how the new roof had to be shaped on the rear corner of the wood roof rear and side beams.



After the rear roof wood was trimmed to the proper shape, Dave proceeded to finish the fabric installation effort over a several week time frame by himself, due to COVID concerns and the time needed to do it successfully.



He explained the stretching procedure he used so as to be sure that the right tension was achieved on the material on the top of the car to allow for proper tacking in place.

This involved a variety of clamps and ratcheting straps for the front, sides, and rear of the roof. The manual stretching process of fabric attachment at the rear corners, which is complicated, was demonstrated.

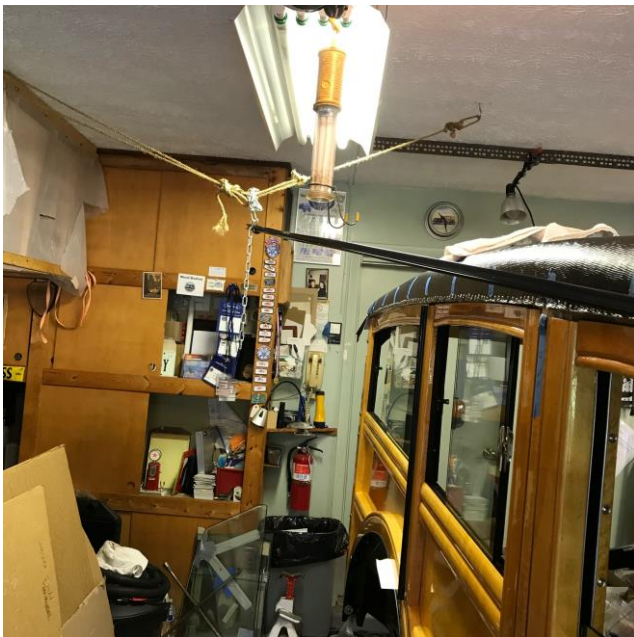
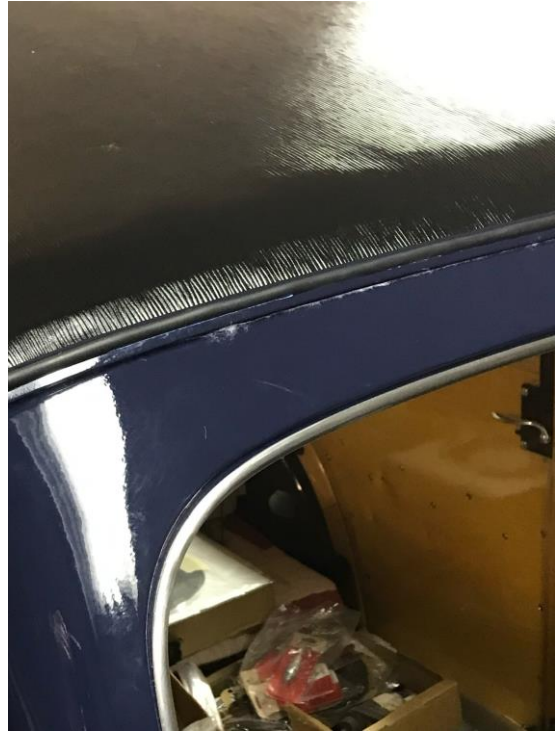


Tacking the fabric to the roof wood holds the fabric in place.





Rubber inserts go into the metal trim pieces to hide the screw heads in the trim pieces. The tacks on the rear roof beam are covered with welting, which is a vinyl piece that you can spread apart to put small nails into the wood beam to fasten the welting to the beam, and then close to conceal the nail heads from view.



Metal trim pieces are then screwed into the wood, thereby covering the tack line on the front over the cowl and the side roof beams. The metal trim is a drip rail for rain water. These drip rails serve two purposes: to keep water from dripping on passengers entering or exiting the vehicle and to hide the tacks.

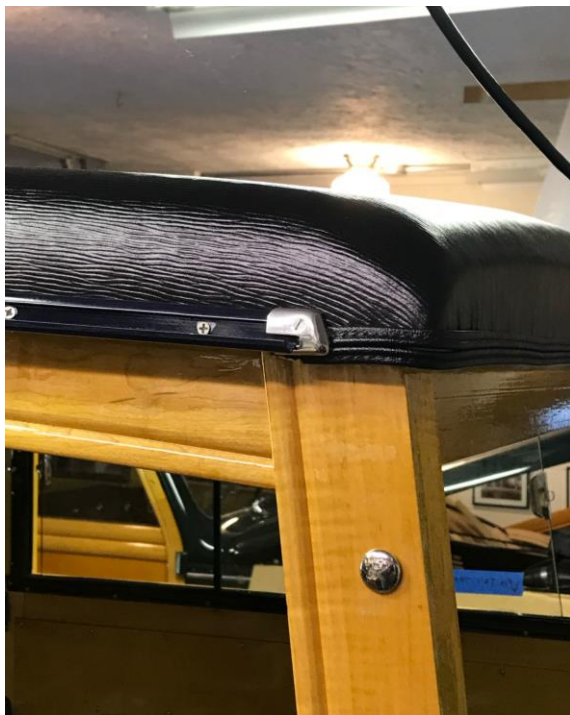




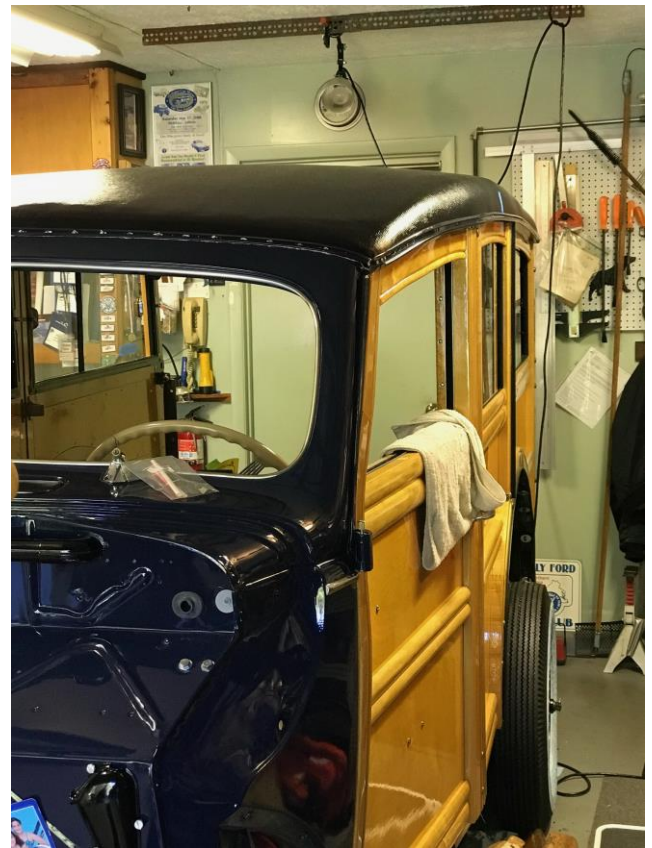
curve of the cowl as it approaches the A pillar on the driver and passenger sides. Dave's ingenuity and tensioning system was needed for the front trim to be successfully attached. Similarly, the side trim required much bending during installation.

Dave emphasized how important it is to join a club if you undertake a project like this because of how much help and support you get from other club members. As he pointed out, "One hand washes the other." In addition to the day one gathering and the access to an original, unrestored vehicle for reference noted above, club member Ken Burns had loaned Dave several original pieces from his woodie wagon which were shown in the video, including original drip rails for the side beams and other pieces. Ken Burns and club member Cliff Green also supplied David with the rubber inserts that go into the metal trim pieces that hide the screw heads and put the finishing touches on the installation.

At the end of the program, the audience expressed appreciation for Dave's craftsmanship, ingenuity, and perseverance to meet the many challenges involved in the successful installation of fabric material and metal trim on a woodie roof. And thanks for Isaac's videography that captured the details of the process and his grandfather's narration.



Dave explained in some detail the intricacies of installing these trim pieces and rubber inserts. The metal trim pieces as fabricated are pre-bent to approximately match the contour of the metal cowl in which the front wood beam is inserted, as well as the contours of the roof wood side beams. The front trim is a challenge, as the bend at the ends made by the fabricator do not quite match the compound



By Ken Burns

As you may recall, I met several SoCal RG members for breakfast during my September trip to California; two of those folks were Charlie Dildine and his wife, Judy. Charlie had seen the VC write-up about Dave Gunnarson's presentation on Henry Ford's Richmond Hill Estate/Commercial Farm. He shared the following story about his visit, a number of years ago, to Richmond Hill. I thought you'd find this interesting. I've added a couple of images I found online and a [short video clip](#) about the Barber Shop from Dave's presentation.

Henry Ford's Barber

By Charlie Dildine – Editor – SoCal RG 11's "The Fordist"

Bet you didn't know that your Fordist newsletter editor got his hair cut by Henry Ford's Barber... IT'S TRUE! Back in 1998, just after I retired from my workaday life, I received permission from my wife to follow a dream: to circumnavigate the U.S. by automobile. Judy could not join me as she was still employed. She said, "Go for it..."

This is a short story about a small segment of that very long 6-weektrip.

I arrived in Richmond Hill, Georgia, in the summer of '98. It was there I discovered that Henry Ford was quite famous and had gained a place in the town's history. Ol' Henry had built a winter home there.



Ford's Richmond Hill estate

Originally called Ways Station, Ford built many historic buildings. While visiting one of the sites, a tour guide noticed that I was wearing an Early Ford V-8 Club T-Shirt. A conversation ensued. She brought out a local publication with an article featuring a

fellow named Baily Carpenter. According to the story, Baily was Ford's personal barber in the little town.



Bailey Carpenter, in the chair Henry Ford purchased for him

The story went on to say that ol' Baily, now 88, still gave occasional haircuts. When I mentioned that I could use one, she made a couple of calls and before I knew it I was in Baily's little shop, now a little shed behind his house.



In his southern drawl, he had lots of tales to tell. The one that still stands out... "See that mirror you're looking at yourself in and the chair you're sitting on, same mirror and chair I used on Mr. Ford."

There's a lot more to this story but I'm out of room. Perhaps, a future article.

Armed Forces Retirement Home Car Show – November 7, 2021

By Paul Bjarnason – George Washington Chapter, Model A Club

Today, four representatives from the GWC and the Ford V-8 Club went to the Armed Forces Retirement Home (“AFRH”) car show: Ken Burns with his black '41 Woodie, Keith Randall with his '36 Cabriolet, and Paul Bjarnason with his '57 Studebaker Golden Hawk. Our leader, Clem Clement, rode shotgun with Ken Burns in his Woodie.

To start the day, we met to convoy (per Clem) at the McDonald's at the Pan Am Shopping Center in Fairfax, planning to leave at 11 AM sharp. But, upon arrival, Ken, Keith, and I found there was no McDonald's. Also, we actually left at 11:15, not 11 sharp. As usual, like he always does, Clem had lied to us (joke). No matter – while waiting, we had admiring onlookers for our cars. Pulling out of the Pan Am lot was shaky when the left rear door on Ken's station wagon flew open all by itself while he was making a right turn in the lot. After the door had been shut, we proceeded down Rt. 50 into DC onto the Rock Creek Parkway, and ultimately to the AFRH.

As he has been for many years, Clem was the spark plug and organizer of the old Ford participation in this event. This year, Clem also volunteered to judge at the show. He is well qualified: he is a graduate of the Antique Automobile Club/America formal school of antique vehicle judging; Model A Ford Club of America Fine Point Judging in three categories on the Model A; and 12 years of experience as the chief judge of the GWC's Sully car show and several others. Paul and Ken worked in tandem with Clem to get the judging done for AFRH, assessing about 25 cars total, except for our three cars, i.e., Ken's, Keith's, and Paul's. Ken's and Keith's cars were not judged and Paul's car was judged by someone other than Clem. Also attending were Ricky and Bill Beardmore in their '31 coupe with just 116,000 miles turned over since the rebuild, and Donna and Jeff Roberts in his Grandpappy's '31 roadster that he bought new. Jeff's daddy bought her, and now Donna and Jeff are proudly running with her. Jeff is in the Southern Maryland Chapter Model A Club and Bill is in the GWC as well.

By 1 PM, hot dogs were served on the upper deck and, based upon the judging of other judges

(other than Clem), Paul's Golden Hawk won a second place trophy award. A 1957 Chevy Bel Air won first place – it was nice, but we thought there were several other nicer cars. Oh well! As a final act for the day, Paul and Clem presented a check to the AFRH activities fund on behalf of the GWC for \$500. Susan Bryhan, Administrator of the AFRH, expressed great appreciation for the check.



Steven Briefs, AFRH Recreation Director; Susan Bryhan, AFRH Administrator; Clem Clement, NVRG/GWC; and Paul Bjarnason, GWC, display the GWC donation check.

Before leaving, Ken and Clem turned over boxes of train-related magazines and other train stuff to the AFRH to give to the residents for their enjoyment.



Susan Bryhan and Clem Clement with Clem's "Boeing" home-built model train – per Clem, made out of aluminum scraps from Boeing Seattle's assembly plant.

This was a good day for us and the old car hobby, supporting our vets.

More on the AFRH 2021 Show

By Ken Burns

Paul's absolutely right when he says it was a good day for us, the old car hobby, and our vets. On Saturday, Sandy and Clem came by and dropped off cartons and cartons of books and magazines to donate to the AFRH residents' library. Take a look at the picture above. The load of books entirely filled the space behind the front seat plus a few odds and ends on the second and third seats. Most days, the ride in my Woodie is kind of harsh because of the 15 leaf rear spring but with a full load of books it rode as smooth as a Lincoln. Sandy dropped Clem off on Sunday morning and off we went.

Maybe it didn't start off exactly as planned. Just before we reached the Pan Am Shopping Center, we got a call from Keith saying there was NO McDonald's anywhere in the shopping center. Sure enough, when we arrived, we saw that the building that previously housed the McDonalds was now entirely occupied by a bank. I guess if you don't do a pre-tour recon mission you won't know what's changed since the onset of the pandemic. Not to worry, though; there was a Starbucks and it had the much sought-after restrooms.

The door incident was entirely of my own making. My normal pre-departure procedure is to walk around the Woodie and tug on each door and the tailgate to ensure they're latched properly. I did that before leaving home but failed to do it at Pan Am after retrieving my coat from the middle seat. Fortunately, Keith was right behind me and honked his horn frantically until I noticed the open door.

The trip into the AFRH was uneventful except when I stalled the Woodie starting up at a stop light on Upshur Street NW.



Keith entertained many residents by playing Big Band recordings on Sirius XM and a Bluetooth speaker.

When I started attending the AFRH show years and years ago, many residents were WWII and Korean War veterans. I think I saw maybe one WWII veteran and a couple of Korean War vets this year; residents now include many who served in Vietnam and even later. While talking with Susan Bryhan, the AFRH Administrator, she said the AFRH had NOT had a single death where COVID-19 was the primary cause. That's an astounding feat given that many AFRH residents are in the highest risk category due to age or existing health issues. In the Navy, that would earn the AFRH a big Bravo Zulu. Don't know what that means? Ask Gay – she does.

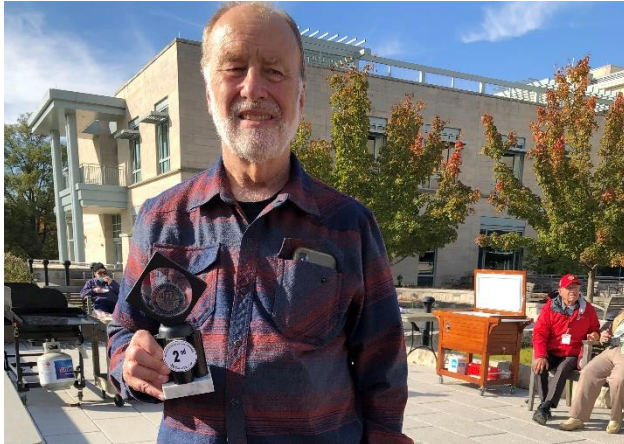


Here's a happy veteran in my Woodie...



... and a very happy Susan Bryhan.

As Paul mentioned, Clem volunteered the three of us to be judges. There were some pretty nice vehicles there. Paul and I really liked a red, small-block-powered 1955 Chevy 210 2-door sedan for the 1st place trophy but it was edged out by an equally nice big-block-powered 1957 Bel Air 2-door sedan. The AFRH show was the first show for Paul's '57 Golden Hawk after he finished the restoration and it garnered second place after the '57 Chevy.



Paul and his 2nd place trophy. The trophies were made by residents in the AFRH hobby shop. The money saved went to provide all car owners with free hot dogs, chips, and soft drinks.

At the completion of the show, all participants drove by the front of the resident hall so that those who were unable to attend in person were able to see the cars as we paraded by honking our horns. I had the honor of having Susan Bryhan ride along with me. Before leaving the AFRH campus we stopped for a photo op with the campus quadrangle in the background.



The structure in the upper left corner is the Anderson House that President Lincoln used as his "Summer White House" and it's where he drafted the Emancipation Proclamation. The Sherman Building (built ca. 1862-1866) is in background on the right.



A resident checks out our cars during the photo op.

Yes, indeed, it was a very good day to show veterans our support on that beautiful Sunday just before Veterans Day.

NEW MEMBER WELCOME

WELCOMING OUR NEWEST NVRG MEMBERS!

November brought Nelson and Cecilia Ford of McLean, VA, to the NVRG as our newest members. Nelson and Cecilia own a 1947 Super Deluxe Station Wagon (yes, Virginia, there *is* another Woodie out there!). Nelson found Ken Burns and the Woodie/ Early Ford V8 friendships have begun! Welcome to the NVRG, Mr. & Mrs. Ford!

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Why Is an Appraisal Important for Your Collector Car?

By Chris Bavis, Collector Car Appraisers

To protect your collector vehicle's value – not to mention its sentimental value and your peace of mind – there are compelling reasons to invest in an appraisal by a certified and bonded appraisal service.

When someone damages your collector vehicle, regardless of the coverage offered by their insurance company, they typically will attempt to settle for as low as possible, which will not come close to the actual repair or replacement costs.

Here are two compelling examples of why acquiring an appraisal is a good idea:

When a classic BMW was damaged in a fire, the insurance company wanted to total it. A certified appraisal cited comparable undamaged vehicles that were high enough to convince the insurance company to correctly repair this BMW so the owner could continue to drive and enjoy it.

Another example is a 1961 Mercedes Benz 190 that was apart for 30 years and had to be removed from storage. After local offers topped at \$10,000, the owner hired an appraiser who provided a more realistic value of \$45,000. The owner sold the car for \$48,000!

Most financial lending institutions and insurance agencies will only accept an appraisal from a company that is bonded, certified, and has a website.

Consultants Marketing

Chris Bavis
Collector Car Appraisers

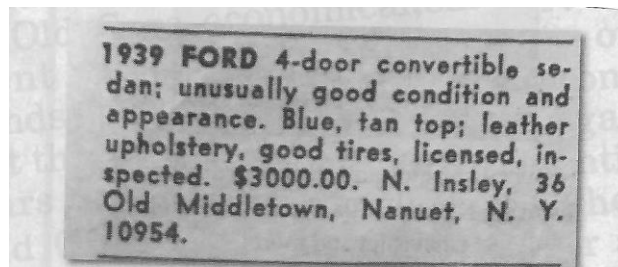
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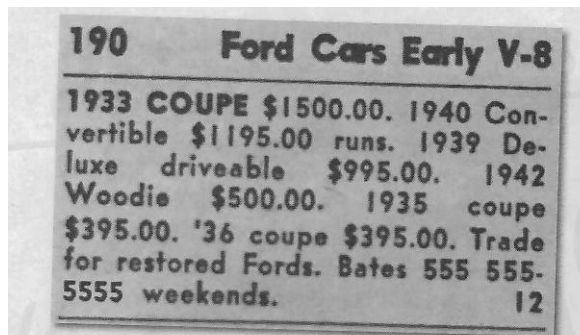


Enjoy these ads from *Old Cars Weekly* magazine's 50th-year tribute edition, out December 1, 2021.



1939 Ford convertible sedan, \$3,000

This 1939 Ford convertible sedan's \$3,000 asking price is about \$20,000 in today's dollars. Advertised in "unusually good condition," it sounds like a well-maintained original, which would put it in OCRPG #3 territory with a \$32,500 price. If one had bought that final-year Ford convertible sedan for \$3,000 back in '71, they'd have had 50 years of pleasure and beat the inflation calculator.



1933 Ford coupe, \$1,500

No matter what planet you're from, \$1,500 for a 1933 Ford coupe is cheap, regardless of its condition or number of windows. With \$1,500 equating to \$10,000 today, that sum would now buy just a set of good, used window garnish moldings and maybe a few coupe body panels. For additional perspective, VanDerBrink Auctions just sold a 1933 Ford three-window coupe body shell in #6 condition for \$48,000, and a similar, #6 condition 1934 Ford five-window coupe body shell for \$20,000. If you can go back to 1971, buy as many of those early Ford V-8 coupes and roadsters as possible and you won't regret it.



Santa admiring a Zephyr – a gift for himself?

DEADLINE TO RSVP EXTENDED TO DECEMBER 9!

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 Dues Announcement

Gay Harrington, Membership Chair

Hello, Fellow NVRG Members,

First, I'd like to send out a big "THANK YOU!" to the several dozen members who renewed early for 2022! I've renewed each of you and appreciate the updates and notes many of you sent me. (Virtual) hugs to all of you!

And now that it's December, I'm writing to let members who haven't yet renewed know that the regular dues season for 2022 runs from December 1, 2021, through January 31, 2022. **NO ONE IS LATE UNTIL FEBRUARY 1, 2022**, so please don't think you've forgotten anything here! I just want to send out reminders before the busy holiday season is upon us! The annual dues amount is still only \$25. To renew your NVRG membership for 2022, please send a check made out to NVRG in the amount of \$25 and mail it to:

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

If you'd also like to bundle in a 2022 NVRG calendar, please make the amount of your check \$40, and I'll renew your membership and Cliff Green will send you a 2022 calendar. There are varied and beautiful vehicles in this year's edition, and every vehicle belongs to an NVRG member. I hope each and every one of you will RENEW for '22!



January 11 NVRG Meeting

To kick off the 2022 Membership Meeting schedule, Rusty Rentsch will present a review of the Morgantown Classic Car Mall.



On I-76 in Morgantown, PA, you will encounter one of the largest displays of barn-find classic autos and consignment cars for sale. With over 8 acres of indoor displays, the Classic Auto Mall houses a private collection of over 400 barn-find automobiles that range in age from a 1904 Cadillac Roadster through to 1970s vintage cars. The vast majority of the collection is as it was found, and considered one of the largest collections of preserved automobiles in the country. There are also 1,000 cars on consignment ready to take home. NVRG member Rusty Rentsch was recently there as part of the Lincoln Owners Club Eastern National Meet and will give us a look inside at this amazing place.

Date: January 11, 2022

Time: 7:30 PM

Zoom meeting link:

<https://us02web.zoom.us/j/89420291321?pwd=SnB3bWtGeE9CZG1RWjBMR0xqcEJGUT09>

Meeting ID: 894 2029 1321

Passcode: 380163

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 carbonator, 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)

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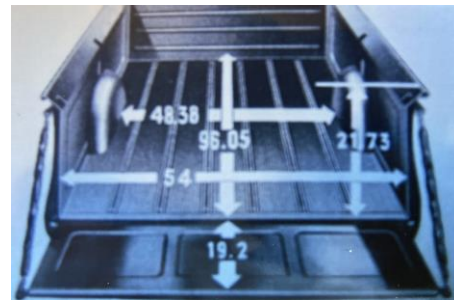
Basic Cat. No.	Voltage (V)	Wattage (KW)	Phase (φ)	Amperage	B.T.U.	Height	Width	Depth	Mounting Weight (lbs.)
MUH-05-8	208	3	1	14.5	10,220				27
MUH-05-2	208/240	2.2/3	1	10.8/12.5	1505/10,226				27
MUH-05-2	240	3	1	12.5	10,226				27



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)

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)



HAPPY HOLIDAYS!





NVRG 2021 Calendar



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.
February	
8	Membership Meeting – 7:30 PM. Program: TBD.
9	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.
22	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Save the Date!



2022 – More in store!

Valve Clatter Content Coordinators

SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	john@ryanweb.com
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Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Bill Simons	bsimons@rustinsurance.com
Want Ads	Nick Arrington	nta1153@verizon.net
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