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Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
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Editors: Nick Arrington & Sara Karnish

November Membership Meeting: Mystic or Bust

By Dave Westrate



At the November NVRG membership meeting, we were treated to a presentation by Dave Westrate about the purchase, restoration and trip to Mystic, Connecticut for the National Woodie Show. Dave not only provided the presentation, but many of his children and grandchildren were in attendance along with his wife, Barbara. Dave also brought in wood samples and the cutting tool display. His story, previously published in *Woodie Times* and supplemented with photos, begins on page 3.



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Up Front with the President

December 2023



President's Message December 2023

Our annual holiday party is fast upon us! This is a very special event where we meet to reminisce over the past year and socialize with our friends in the V8 community. There's still time to reserve a spot for this Saturday December 9th event. Given the short timing, after you mail your check, you might notify Joe Freund to secure your spot and menu choices in case of postal delays. Refer to the notice in this issue for more details.

Membership renewals for 2024 are due! Consider sending in your dues (\$25 per year) now before the many distractions of the holiday period take hold. Also consider renewing for multiple years. For me, it is easy to forget to renew with the distractions of the holiday period, so I just renew for three years at a time. Our membership chair Gay Harrington keeps track and notifies multi-year subscribers of their status each year.

The dues/calendar bundle is also still in effect. This allows you to receive the beautiful 2024 NVRG calendar along with your membership renewal for only \$41, a \$2 discount. Also consider the calendar as a holiday gift for anyone who appreciates our early V8s. Still only \$15 each. You can pick them up at the holiday party or receive them by mail (\$18 with postage). Refer to the notice in this issue for more detail.

There is no second-Tuesday membership meeting in December. Instead, we gather for our traditional, festive Holiday Party. I look forward to seeing you there!

Best V-8 Regards,

John



2022 NVRG Officers and Terms	2022 Directors and Terms	Committee Members
President – John Ryan (2021 & 22)	Membership – Gay Harrington (2022 & 23)	Fairfax Show – Dave Westrate
Vice President – Cliff Green (2022 & 23)	Programs, Refreshments – Dave Gunnarson (2021 & 22)	Tours Chair – Hank Dubois
Secretary – Nick Arrington (2021 & 22)	Webmaster – Ken Burns (2022 & 23)	Property – David Skiles
Treasurer – Bill Simons (2022 & 23)	Sunshine – Keith Randall (2021 & 22)	At-large – Jim LaBaugh
	Past President – Joe Freund (2021 & 22)	

(cont'd from p. 1)

MYSTIC OR BUST

by Dave Westrate

In 1996, we purchased a 1939 Ford Deluxe Woodie Wagon in Mystic Connecticut as a restoration project, after seeing an advertisement in *Woodie Times*. Twenty-six years later, while working on the restoration, I saw a flier in *Woodie Times* for an upcoming National Woodie Show in Mystic in late July 2023. I started thinking about how fun it would be to return to Mystic with the 1939 Ford Deluxe restored. My family agreed this was a great idea, but after years of working at my own pace, suddenly we had a hard deadline. The pressure was on!

I had entered the world of Woodie restoration with a different car, a 1939 Ford Standard, that we purchased on a whim in 1994. I was just beginning restoration on that car when the advertisement caught my eye for a 1939 Deluxe that was for sale in Mystic. The idea of having a Standard and Deluxe from the same year was tempting. My son-in-law, Eric Sumner and I made a trip to Mystic to see the Deluxe and purchased it shortly thereafter. One point of interest included with the car was a set of wood cutting tools for cutting finger joints and all of the profiles on the car. Because both the Standard and Deluxe wood bodies were identical in 1939, we could use the tools to make needed parts for both cars, which we ultimately did.



"Mystic" as found by Dave in Mystic, CT.



Mystic arrives at its new home in Virginia

We purchased the Deluxe from Richard Brustolon, whose father, Lawrence, had made the cutting tools by hand. He was a machinist at the Electric Boat Company in Groton, CT, and had passed away before he could finish the car. I hoped I could complete the job. Several of my family members went with us to pick up the Deluxe in March of 1996, and from that day forward, we referred to the car as "Mystic". Getting the Deluxe finished for this year's show was a challenge.

Our children, grandchildren, club members, and others all played a part over several months.



Grandson Eli installing the tail gate



Grandkids Zvenah, Jane, Eve, and Noah (L to R) install the rear seat



More finger joint glue applied by Grandson Nate



Grandson David carefully applies glue to a finger joint



Grandson Eli and Dave holding the driver's door



Grandkids Miriam (L) and David (R) paint the hubcaps

Against a time deadline we worked diligently on the mechanical aspects of the car as the wood, upholstery, and interior were already finished. We needed an engine, brakes, wiring, and many other items. Eric worked long hours to assemble an engine that we thought was good, but it started leaking water into the oil, so we had to scramble to find and put together another flathead V-8. Fellow V8 Club member Mark Luposello saved the day with an engine we could use at the last minute.



All hands on deck for the hood installation



Almost done!

During the last two weeks, Eric came to the house every night after work and weekend days to lead and coordinate everyone's work on the car. Woodie owners (and club members) Hank Dubois and Ken Burns contributed much time and expertise to this final push as well. We got to the point where the car would start and stop and look great on the show field, which was our goal. The night before we left for Mystic, we literally drove the car for the first time down the driveway, around the cul-de-sac, and into the trailer.



One objective I had over the years was to be sure that all ten of our grandchildren had a part in restoring the cars. They helped disassemble and assemble both, but primarily worked on the Deluxe. Both cars were frame off restorations down to the last nut and bolt. We made sure that even the grandkids who lived four states away had tasks when they visited with us. We all had fun and made a lot of memories. Twelve family members were able to join us at the Mystic meet to display the results of their efforts.



The extended Westrate family at Mystic

After 27 years, I did not know if I could reach Mr. Brustolon, who sold us the car. But just in case, I sent a letter to him at the only address I had and included a copy of the show flier and my contact information. A few weeks before the show, my cell phone rang, and it was Richard. We arranged to meet and show him the finished car. We also showed him the display case I made for his dad's cutting tools. They always get a lot of attention and interest at car shows. It was a fun and moving reunion with Richard after so much time had elapsed.



Dave Westrate (L) and Eric Sumner (R) with Richard Brustolon show off the wood cutting tools

A number of woodie owners and club members live in Northern Virginia near us and I must say that their contributions to a project like this are critical. Over the years, they provided encouragement, knowledge, expertise, labor, and even some parts.



Dave and Eric at the show

So many people helped me along the way, and I am grateful to them all, especially my wife Barbara, who hasn't been able to park her own car in our garage for almost thirty years. Thank you, Barbara!

Mystic Seaport is a fabulous venue for antique car events. It is surrounded by a wonderfully preserved shipbuilding village which provides an historic atmosphere to display all the beautiful restorations. We enjoyed every aspect of our visit and encourage everyone to attend a future show if you can. My family and I are proud to say that as a result of the show our "Mystic or Bust" story was featured in the October issue of *Woodie Times* magazine.



The finished product

1st Annual Wheels for Warriors Car, Truck, and Bike Show

by Keith Randall

The day after Veteran's Day, November 12, 2023, the 'Tribute at The Glen' hosted its 1st Annual Wheels for Warriors Car, Truck and Bike Show. The Glen is a retirement community located on Old Bridge Road in Woodbridge, VA.

The activities chairwoman for the community is a veteran and a true car buff. She has hosted 'Cars & Coffee' events several times a year during the months March thru November for the benefit of the residents. The residents enjoy seeing different cars and reminiscing about ones they had owned. So this year, Michelle, the coordinator, decided to launch an event in support of the Wounded Warrior Project. All the registration fees (\$20 each vehicle) were all donated to the Warrior Project. Many of the residents of the community are veterans and appreciated the recognition the event provided them.

Being a combat veteran myself (Viet Nam), I decided to layer-up in my clothing and brave the morning's 40-degree temperatures to support the event. With the top up on my 1936 Cabriolet and gloved hands (no heater) I set out at 7 AM for the show. There were 65 vehicles (cars, trucks motorcycles) that eventually arrived for the event. Most were modern cars, but there were some interesting late model Corvettes, Chargers and 50s modifieds.



In the photo you can see my '36 that was parked next to a 1930 Model A Coupe that the owner had done extensive fabrication work to accommodate a Ford Flathead V8.

The event capped off my touring and show season for the year and, as always, it was fun to share 'old car' history with the residents and others that came by to check out a classic Ford.

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Bonus Tech Tip for Going Out and About!

Starter Stud Repair (Edited Version)

by Mike Calistrat



The Way of the Zephyr is edited by Dave Cole, the same guy that writes all the great articles for the V8 TIMES. I am a member of their club just to receive this great publication. Their tech tips relate to the V8 also. Here is a condensation of one written by Mike Calistrat, "Starter Stud Repair":

Over time the threads of the brass terminal on the starter motor become worn out. You put a washer under the cable so that the net can grip fresh threads, but over time you can no longer tighten down the net anymore. What to do?

Mike was able to find: "Thexton's Repair Kit #530, a starter terminal repair stud in the proper 5/16"-24 S.A.E. size, which could be screwed on over the worn original terminal, recutting the stripped threads and providing a new brass stud for the starter cable connection. Don't expect to find this kit in stores; you have to persuade the parts store manager to order it – for a mere \$2.50!"

"The terminal is not removable from the starter, as inside the starter housing, it is silver-soldered to the starter wire. On the outside of the starter, the terminal is secured by a nut, under which is a washer. Remove the nut and uncover good threads. Measure the length of the terminal and if it is longer than 5/8", saw off the excess to accommodate the repair stud. Make sure the washer is in place. Thread the repair stud on. It is brass and is harder than the original copper, and nearly as good a conductor."

Ford Generator Cutouts

by David Gunnarson

The round-style generator cutout used in the flathead era, mounted atop the generator, was introduced in March 1928. Its purpose is to prevent battery current from discharging to ground through the generator when the generator was producing less than about 6 to 6 ½ volts. Electricity produced by the generator flows through the cutout. When the voltage reaches about 6 to 6 ½ volts, a magnetic core coil closes a set of points which allow power to go to the electrical system of the vehicle and recharge the battery. Whenever the voltage drops below this point, the points open, breaking the circuit to the battery.



The cutout was used on flathead engines from 1932 through 1939 and was subsequently used on Ford tractors and other equipment through 1950.

While the cutout was not intended to be serviced, the cover of original Ford cutouts can be removed for service and adjustment. There is an excellent video on YouTube that EFV8 Club member Steve Blancard produced (www.youtube.com/watch?v=rnuukBeJ6Zs&t=11s) outlining the steps to service cutouts and return them to their original specifications.

Round Style Cutouts

Round style cutouts for three-brush generators feature a cadmium-plated base and cover with two mounting lugs for attaching to the top of the generator. An insulated terminal hex bolt on one end connects to the generator output and a terminal hex bolt on the other end connects to the vehicle electrical system. A ground wire from the generator connects to the generator case using one of the cutout mounting screws.



1. Round style cutout with Ford script stamped on cover (1932 through January 1934 – Part No. B-10505-A)

A carryover from the 1931 model A era, this cutout is used on all engines, including radio equipped cars, through January 1934. It has one thin (0.100")



and one thick terminal insulator and an "L" bracket to connect to the generator terminal post. This cutout has open mounting holes in the base. Note: Part number "-A" is assumed from Ford Engineering drawing B-10560-B.

2. Round style cutout with Ford script and "A" stamped on cover (July 1934 through April 1936 – Part No. B-10505-B)

In July 1934 minor improvements were made and a letter "A" was stamped on the cover just below the Ford script. It was used on all cars except those with radios. This cutout has round mounting holes in the base. It also has two brown colored Bakelite terminal insulators, 0.200" thick, and two cadmium plated no. 10-32 thick head hex screws, heads were 5/16" x 0.175" thick and lock washers. Note: Part number "-B" is assumed from Ford Engineering drawing B-10560-B.



3. Round style cutout with Ford script and "B" stamped on cover (April 1936 through 1938 – Part No. B-10505-C?)

In April 1936 further refinements were made and the letter "B" was stamped in place of the "A". (the main coil winding is 0.092" or about 11 gauge up from "A" winding of 0.064" or about 14 gauge and the main coil winding to the points coming off the top instead of the bottom on the "A" version) At that time Ford Engineering release indicates all cutouts marked "A" to be used on 40-10000-B and earlier generators. All cutouts marked "B" may be used for production as well as for service." This round style type cutout was used on some early 1938 models which had the three-brush generator. Note: Part number "-C" is assumed from The Ford Engineering drawing B-10560-B.



4. Round style cutout with Ford script and "BUS" stamped on cover 1932 through March 1936 – Part No. 18-10505-M or BB-10505?

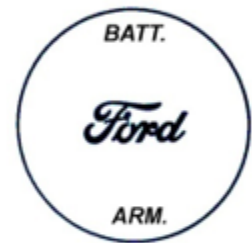
A special equipment cutout for use on high output generators became available starting in April 1932 for four-cylinder engines, and in October 1932 for V-8 engines, for the Model

BB-330 bus chassis only using generator BB-10000-B. This cutout is the same as B-10505 except that it has a heavier service winding to accommodate heavy outputs from the generator. In September 1934 it was released for use with vehicles using the police generator (40-10000-H). It was used until March 1936. The letters "BUS" were stamped on the cover under the Ford script. This was replaced by B-10505 and obsoleted in November 1946.



5. Round style cutout with Ford script and "BATT" and "ARM" stamped on cover November 1939 through 1950 – Part No. B-10505-A1/2 also 9N-10505-A1/2

Versions of this cutout has either closed or open slotted similar to the design of the original version of the 1932 cutout (B-10505). The underside terminal connections marked "A" and "F" for Armature and Field on early cutout-regulators. At some later point this designation was changed to "R" and "B" for Red and Black colored wires. Red indicated the armature connection and black indicated the field wire connection.



Oval Style Cutouts

The oval cutout (also described by Ford as a Two Rate relay Voltage Regulator) was introduced to provide a two-level charging system. This is described on page 156 and 157 of the March 1934 Ford



Service Bulletin. A two-step "oval style" cutout regulator features the same cutout as in the round style with the addition of a relay which reduced the charging rate of the generator at 8 ½ volts. It was used primarily on vehicles with radios and vehicles with greater electrical demands such as police vehicles and bus chassis.



1. Oval style cutout with nothing stamped on the cover (January 1934 through February 1934 – Part No. 40-10505)

A two-step cutout regulator was introduced in January 1934. Used primarily on vehicles with radios, there was no trademark stamping on the cover of the units produced in January and February 1934. Used with an 18-amp output generator.



2. Oval style cutout with Ford script stamped on cover (February 1934 through December 1934 – Part No. 40-10505)

Assumed to be the same as the prior version except for the cover stamping. See 40-10505-H for additional details.



3. Oval style cutout with Ford script and "A" stamped on cover (December 1934 through February 1936 – Part No. 48-10505)

In December 1934, the opening and closing rate was improved and the regulator was scheduled

for use on the 1935 models on a limited basis. To distinguish it for the 1934 units, the letter "A" was



stamped on the cover just under the Ford script. In January 1935 it was released for 50 vehicles per day at the Rouge Line only. In December 1935 this rate was increased to 200 per day and in March 1935 again increased to 400 per day, all for the Rouge Line only. It was designated for service replacements with 40-10000-B generator.

4. Oval style cutout with Ford script and "B" stamped on cover (February 1936 through 1938 -- Part No. 68-10505)

The regulator was upgraded in February 1936 and the letter "B" replaced the "A". It was still used only on a limited basis (400 cars per day on Rouge Line only) as an alternate to the round style cutout of 1932. It was obsoleted November 1939.



5. Oval style cutout with Ford script and "BB" stamped on cover (January 1937 through December 1937 – Part No. - ???)

A further improvement was designated by the letter "BB" on the cover was released for use on all three brush generators from January to December 1937 at which time it was obsoleted.



6. Oval style cutout with Ford script and "C" stamped on cover

An oval cutout with a "C" stamping has been observed. It's possible the "BB" was changed to

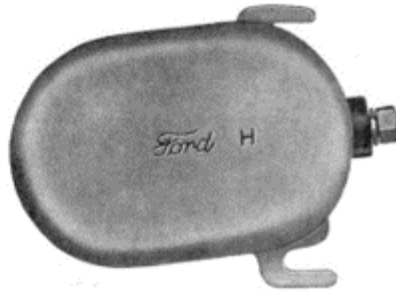
"C" but at this point there is no evidence to support this conclusion.



Ford Script with "A" inside what appears to be a maple leaf. Possibly produced for Ford of Canada?

7. Oval style cutout with Ford script and "H" stamped on cover (February 1934 through August 1934 – Part No. – 40-10505-H)

A Ford Engineering Release dated 1-31-34 indicates cutout Part No. 40-10505-H is used for vehicles



equipped with a police generator. This part was obsolete in August 1934 and replaced with B-1505 and 18-10505-M cutouts for both production and service.

According to a Ford of Canada service bulletin, to facilitate disposal, all remaining 40-10505 and 40-10505-H cutouts were converted to standard cutouts. These converted cutouts are distinguish-

ed by an "X" stamped near the lower edge of the cover.



Other Cutouts

Information about the cutouts shown in the following images has not been documented. Please contact the author if you have any information regarding these cutouts.



Ford Script possibly with an "A" or "B". Cover has raised area on top.

The purpose of this article is to describe documented examples of the Ford cutouts and cutout-regulators. Detailed information on cutouts is not readily available and there are still several unknowns, especially identification of the corresponding Ford part numbers. If anyone has additional information or corrections regarding this article, please contact the author.

Information Sources:

1. Francis, E.P and DeAngelis G., 1982, The Early Ford V8 As Henry Built It, Motor Cities Publishing Company, South Lyon, Michigan.
2. Personal collection of Ford Engineering Drawings, Engineering Releases and Engineering Change Notices.
3. Various Ford Chassis parts books.

More Than Meets the Eye*by Milton Sprecher*

Many in the club know that I bought a 1951 Ford convertible at a very good price a couple of years ago. The primary issue was a broken piece in the top, which the seller said that he had a replacement for. One of the side brackets that hold the top mechanism to the body was also broken. With more hope than knowledge, I bought the car, figuring I could get the pieces I needed. I enjoyed driving the car in the nice weather with the top down.

The car came with 14" wire wheels, which I didn't like, I so bought some proper wheels from Bill Simons and had them powder coated and mounted some radial white walls. It was a big improvement. I bought some trim rings and was lucky enough to find at Hershey a set of NOS stainless steel hubcaps still in the original boxes.

The top was elephant in the room, however. I bought a mounting bracket from someone in the club, but it turns out the 51 was different than the earlier ones, and I had an earlier one. I joined the 49-59 Ford and Mercury Assn, which publishes a booklet on the tops for the shoebox Fords. That helped me identify the mounting bracket I needed. I found one for sale in Canada, so I bought that.

I was trying to figure out how to make the repair myself and in talking to Bill Simons, he suggested that I take the car to Neil at Seatco in Springfield. That turned out to be the smartest decision I made. I had not even tried to operate the top because I was afraid of damage that I might do given that there were two broken pieces in the top mechanism.

After I left the car with Neal, he called to say that he had the top up and that the replacement piece that had come with the car was not the right one! Luckily the Ford Mercury Association manufactures the parts I needed. The top mechanism was made out of pot metal, which is quite brittle. The remanufactured parts are aluminum. The one piece that was broken and had been repaired once before. The corresponding piece on the other side had been repaired, as well. It seemed prudent to replace both pieces, so I ordered both.

The manufacturer claimed that the parts needed no modification for installation. When Neal got them, he saw that the originals had bushings. After discussing the matter with the manufacturer, Neal thought that he should install bushings, so he modified some that he was able to purchase that were close. There were a few other modifications that he needed to make so that the top would operate properly. I also had to purchase some weatherstripping from Dennis Carpenter. I only needed the weatherstripping for the rear quarter windows, but I had to buy the complete kit.

When the weatherstripping arrived, Neal found out that the reproduction parts didn't have countersunk holes, so the weather stripping couldn't be bolted to the top iron like the original. It would stay with a friction fit, so we left it.

It was a happy day when I finally picked the car up after an almost 5-month residence at Seatco. I had made a number of trips there to discuss progress with Neal and brainstorm solutions to problems. At the end of the day, I still got the car for a good deal, but not as good as it initially seemed. Whether the seller knew exactly what was required, I do not know, but it is a nice car, and I will enjoy it more knowing that I can safely put the top up and down.

As for the parts, I think we all know that reproduction parts are not as good as the original. While the new top parts are made from aluminum, which should be a better material, they are not always a bolt in proposition. We are lucky that someone has taken the initiative to have the new top parts made so we at least have something close. Add to that Neil's experience with vintage convertibles and we had a winning combination. We probably could have repaired the original parts, but they might have been prone to breaking again. The side bracket is not reproduced, so I needed an original to replace that. I am lucky I found one.

I know a number of club members have dealt with Neal at Seatco and had good results. I am very pleased with the work that Neal did and the overall cost of the project. I didn't ask him what the bill was until almost the end of the project. I knew that the work needed doing and he was thoughtful in the way that he performed the work. We are lucky to have someone of his ability to help us with the tops and interiors of our antique cars.

I have long been a fan of shoebox Fords. I always thought that a shoebox convertible was out of my price range, so I never considered getting one, but this one seemed too good to pass up. While the one I bought needed more work than I initially thought, I still have a very nice car at less than the going rate. It just wasn't as much of a bargain as it initially appeared.

As for projects in the pipeline on this car, it has a smaller, reproduction banjo steering wheel that I want to replace with an original. and the gas gauge doesn't work, so those items are next on my project list for this car. The gas mileage is pretty poor, too. The car has a dual carb setup now. I have an original intake manifold, so I hope to revert back to the single carb setup, which I hope will improve the fuel economy.



Photo of broken convertible top pieces on '51 Ford

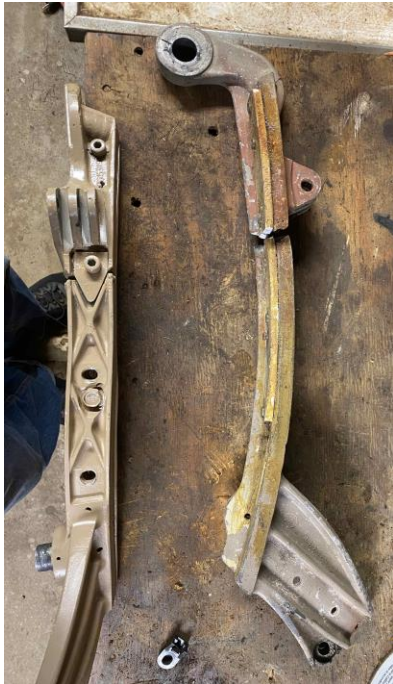


Photo of broken convertible top pieces on '51 Ford



The restored '51 Ford

2024 Dues Membership Notice

2024 dues are due!

Our 2024 dues collection officially runs from December 1, 2023, through January 31, 2024. If you paid in advance for this year or if you paid early for 2024, I already sent you a thanks and confirmation. NVRG Charter, Legacy, and Lifetime (90 years and over) members are honored with free membership for their many years of service and commitment to the NVRG.

How to renew?

Checks should be made out to NVRG in the amount of \$25.00. You can also pay dues forward for several years at this annual rate of \$25.00 per year, if paying multiple years is more convenient for you than paying each year. This works well for some folks. **Please mail your check to NVRG, P.O. Box 1195, Vienna, VA 22183.**

You can also use Zelle to pay your NVRG dues. If you would like to use this method, please contact our Treasurer, Bill Simons (bsimons@rustinsurance.com) who will assist you.

8 GOOD REASONS TO BE AN NVRG MEMBER

Northern Virginia Regional Group (NVRG) of the Early Ford V-8 Club of America

1. Our members' friendships and camaraderie
2. Our members' collective expertise
3. Our website: check us out on www.nvrg.org
4. Our award-winning monthly newsletter, the *Valve Clatter*
5. Our monthly membership meetings focused on learning & sharing (in person, on Zoom)
6. We DO things: plenty of events and gatherings to consider or attend
7. Joining keeps this hobby alive and well. Without YOU, we have no NVRG.
8. We're a bargain. Annual NVRG membership is still only \$25.00 per year (\$2.08 per month). A cup of coffee costs more (and we're caffeine-free)!

2024 Calendars Are Available: A Nice Christmas or New Years' Gift!

Cost for Calendar(s)

A single calendar costs \$15.00. A single calendar *mailed* (envelope and postage) costs \$18.00. Two calendars sent to the same address costs \$18.50.

Members: "41-Bundle Discount"

If you are renewing your NVRG dues by mail (\$25.00), and also want to buy a calendar (usually \$18.00 when sent by mail), please renew your dues by January 31, 2024, and take advantage of our "41 bundle discount," which saves you \$2.00. Just send a check payable to NVRG in the amount of \$41.00 and you'll be renewed for another year of membership and receive your 2024 NVRG calendar by mail.

Our annual calendar sales support the NVRG by continuing operations for all members. I'd like to call out and thank member *Leo Cummings* for his great support of this effort. Leo not only bought a calendar; he also bought 3 more and asked me to send each of his brothers one as a holiday gift. I put a note in each one and hope we bring a smile-a-day in '2024 to all who receive our calendars!

PLEASE RENEW AND CONTINUE YOUR MEMBERSHIP WITH THE NVRG. Paying on time makes my job much easier, so thank you!

Happy Holidays to All,
Gay Harrington
NVRG Membership Chair



You are cordially invited to attend the

2023 NVRG HOLIDAY GALA

Saturday, December 9, 2023

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
\$36 per person*

*Fresh broiled Salmon, lemon butter or honey Dijon Glaze, red potatoes, &
green beans - \$33 per person*

Grilled lemon chicken breast with rice pilaf & green beans - \$31 per person

Dessert: Chocolate Mousse, 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!

2023 NVRG Holiday Gala
Saturday, December 9, 2023
Menu Selection Checklist

NAME: _____

MEMBER

SPOUSE/OTHER

Select one entrée below per person

- Prime Rib of Beef Au Jus - **\$36.00**
- Fresh Broiled Salmon - **\$33.00**
- Grilled Lemon Chicken Breast - **\$31.00**

Select one dessert below per person

- Chocolate Mousse
- Ice Cream
- Sherbet

TOTAL AMOUNT OF CHECK: _____ + _____ = \$ _____

*For those selecting fresh broiled salmon, lemon butter and honey dijon glaze will be served separately at each table.

Please make your check payable to: NVRG

Mail Payment & Menu Selection Checklist by Dec. 1.
Thank you.

Mail To:

Joe Freund
 650 Springvale Road
 Great Falls, VA 22066-3304



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

1935 Ford pickup. Original Ford dealer demonstrator with older repaint. \$40,000 OBO. Contact: **Gary Wingard**, (814)-341-1351. (03/24)



1947 Ford Super Deluxe SW (Woodie). Garaged and lightly used (2500 mi. in the last 45 years – odometer shows 70,700), unrestored but well maintained, runs nice, new tires, older repaint, nice interior (excellent wood; recovered seats; gauges, clock and horn all work), pretty solid exterior, many extra parts (including structural wood) – a real survivor. \$40,000. Contact **Nelson Ford** (571) 314-6611. (03/24)



1931 Ford Model A. Garage-kept NC car now located in No. VA. Starts and drives beautifully. Original condition. Interior very nice. No rust but paint peeling in some areas. Underneath clean. \$23,500. See more pictures at <http://www.clcpotomac-region.org/31fordforsale.htm> Contact **Jim McKoy** at gmoneyflowing@gmail.com or 240-708-3408 (call or text) – Serious inquiries only. (02/24)



1936 Deluxe Phaeton, the "President's" Car. Offered by the "FDR Living Museum." Excellent condition; nearly identical to FDR's personal car (now located at Hyde Park, NY). This Phaeton was used for 30 years by renowned FDR re-enactor Delmas Wood, seen at events by over 2 million people and ridden in by many historical figures. Fully restored, AACA winner, show condition. Rare as these are, this is not your typical 1936 Deluxe Phaeton. This one has its own history and so much history of World War II associated with it. Museum accepting a responsible offer. Contact **Jim Crawford** 301-752-0955. (02/24)



1946 Ford 2-door Super Deluxe. Garage kept since new. Motor rehabbed years ago but ran 1 ½ years ago. New battery. Needs to be towed. Original title. Can be seen at my home. Contact: **Phil Bingman** 240-727-4781 (05/24)



1936 Ford 4-door sedan. Reported to be very original low-mileage car. \$16,500 OBO. Contact **Art Bragg**, Winchester, VA. 540-550-1496. (10/23)





1951 Mercury 2-door sedan (loc. CA): Original V-8 engine, mileage unknown. Automatic transmission, good tires. Very good original style upholstery. Paint is very good with some minor chips. Original color, nice chrome, body very solid, no rust. \$26,000 OBO. Contact **Mike Sanders** (selling the car for a friend). 559-916-1934, phone call or text. (06/23)



PARTS & ACCESSORIES FOR SALE

'35 & '36 Gauges, locks, Champion Plugs, handles, fenders, bumpers, engine parts, wheels, radio, headlights, 5W Coupe doors, touring trunk lid, radiator, gas tank, WS frame, tools, V8 Times back issues. Gauges & locks for many years. '41 NOS F Fenders (top), pair \$350. '38 NOS RF Fender, Standard \$350. '38 Radiator (nice, no leaks) \$150, '48 Mercury frame with Engine and OD \$250. **Jim Crawford**, 301-752-0955. (05/24)



Books and Judging Manuals. Ford Parts & Accessories "Green" Book; older version 1932 Ford Judging & Restoration Guide; 1940 Ford Restoration Book; 1949-51 Ford Restoration Book. Make an offer. Call **Bill Selley**, 571-239-7570. (01/24)



Flat-o-Matic Automatic Transmission Adaptor by Cornhusker. Use a C-4 behind a 8BA or 59 with bell housing adaptor. Asking \$300. Contact **Nick Arrington** at 703-966-8422. (11/23)



'48- '50's used truck heater box/fan assy. No duct work. Might be genuine Ford. Asking \$100. Contact **Al Edwards** at alfromva.com. (11/23)



Free: Steve Groves' large collection of car magazines. Collection includes *AutoRestorer*, *Hot Rod*, *V-8 Times*, and others. **Diane Groves**, 301-530-7411 or dyanamo@hotmail.com. (10/23)



'32-'34 Inside Door Handles and Window Crank Handles: Inside door handles and window crank handles (standard and deluxe versions) and matching escutcheons for '32 cars, '32 commercial and trucks, '33-'34 cars (including commercial and trucks up to '37). All new, unused, excellent Drake reproductions in original packaging. **John Ryan** at john@ryanweb.com or 240-271-4097. (08/23)



'32 Headlamp Reflectors: Both Standard (2 bulbs) and Deluxe (1 bulb) versions available. These are new Drake reproduction original-type reflectors in original sealed packages and not currently available from the major commercial vendors. **John Ryan** at john@ryanweb.com or 240-271-4097. (08/23)



Four slightly used black wall, all weather, radial tires, size 205/75 R 15. Perfect fit for a shoebox Ford. Production date: 31/21. Less than 600 miles on them. I recently traded them for white walls. Half price at \$100 each. **Bill Simons**, 202-734-2211, bsimons@rustinsurance.com. (07/23)



New Waldron dual exhaust for 1946-1948 Ford/Mercury \$200.00. **Harry Foor**, 301-697-9999. (05/24)



1935-36 Ford 16" wire wheels (4) painted, hub caps, trim rings. NOS Delco #500-46(2) GM shocks. 1923-25 Ford turtle deck with key, nice condition, remnants of original paint. AC Guide Headlamp Authorized Aiming Kit. **Mark Luposello**, 703-399-0999. (05/24)

PARTS & ACCESSORIES WANTED

In the market for a **replacement exhaust for my '29 truck**. Mine is split wide open and it scares me a bit (see photo). Looking for a spare to buy. **Jereme Macready**, jereme.macready@gmail.com (01/24)



1952/53 Ford Wagon, Courier Sedan Delivery, Convertible or Victoria. Looking for driver quality car, old original or car needing minimal work due to storage issues, etc. No rusty or long-term projects. Prefer Automatic or Manual with Overdrive. Contact **Nick** at nta1153@verizon.net or 703-966-8422. (01/24)









NVRG 2023-24 Events Calendar



December	
9	2023 NVRG Holiday Gala – P.J. Skidoos, Celebration begins at 6 PM with cash bar. Questions? Contact Joe Freund at joefreund@verizon.net .
13	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
16	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
January 2024	
9	Membership Meeting – 7:30 PM. Program: American Museum of Speed; Presenters: Dave Gunnarson and Bill Simons; Location: Green Acres Senior Center.
10	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
20	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
23	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
February	
13	Membership Meeting – 7:30 PM. Program: Movie Night— <i>Dangerous Wheels</i> (1940). Location: Green Acres Senior Center.
14	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.

Looking Ahead!	
	<ul style="list-style-type: none">  December 9, 2023—NVRG Holiday Gala  January 9, 2024—NVRG Monthly Membership Meeting  February 13, 2024—NVRG Monthly Membership Meeting

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
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Event Calendar	Nick Arrington	nta1153@verizon.net
Want Ads	Nick Arrington	nta1153@verizon.net
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NVRG Car of the Month
Colin Spong - 1937 Lincoln Zephyr 4-door Sedan



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