



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

# Valve Clatter

*Early Ford V-8 Club of America*

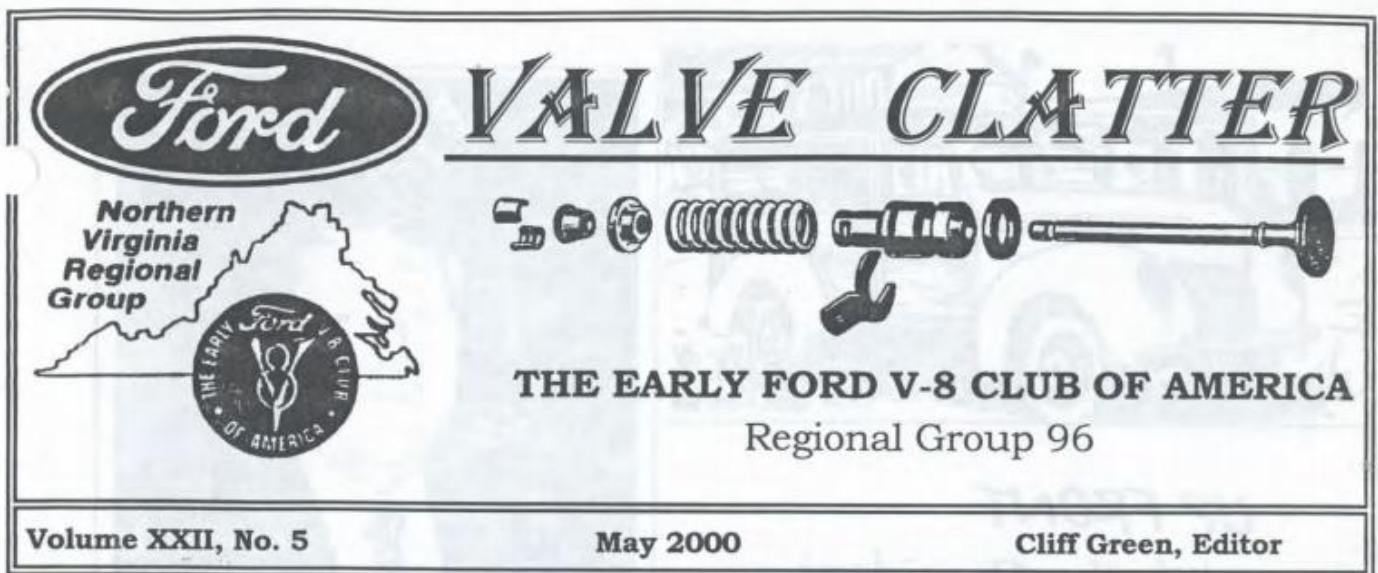


*Northern Virginia Regional Group #96  
Chartered December 11, 1977*

*Volume XLII, No. 5, May 2020*

*Editors: Nick Arrington & Stephanie Beavers*

# Now... and Then



Undeterred by COVID-19 and stay-at-home orders everywhere, the Valve Clatter goes on as members continue to provide interesting and informative articles. Of note, you'll find an occasional "oldie but goodie" in the mix, such as the above comparison of today's VC header versus the header of 20 years ago.

# Up Front with the President May 2020



## President's Message May 2020

I hope this issue of the Valve Clatter finds you, your family and friends in good health, successfully avoiding the COVID-19 virus.

Those members who've been using this "Corona Time" to de-winterize and tune up their early V-8s for the driving season are ready for a surprise: an NVRG driving event on May 16! We will conduct a "drive-by car show" at an assisted living community in Reston.

The destination is Hunters Woods at Trails Edge in Reston, VA. Hunters Woods is an assisted living community licensed by the VA Department of Social Services. We are undertaking this event at the request of Hunter's Woods, which has conducted several such volunteer efforts to benefit its residents. Hunter's Woods has provided a letter which establishes NVRG's volunteer effort as a legitimate health-related event.

NVRG's objective in this event is to improve the mental and cognitive well-being of the residents, who are elderly and dependent on a variety of services for their daily living. We are in a unique position to provide an uplifting event and stimulate memories for those home-bound residents.

In deciding to put on this event, your Board of Directors has carefully considered the governor's stay-at-home order and the event's potential impact on the health of our members. Members will remain in their cars and maintain social distancing for the duration of the event. For more details, **see article by Hank Dubois on page 17** of this issue.

The Drive-by Car Show is an exception to our decision to cancel NVRG events for the foreseeable future. Even when government requirements to stay at home are loosened or rescinded, we will be proceeding very cautiously to hold events. We will play it safe when it comes to the health and well-being of our members. We want to make sure that we'll be able to enjoy one another's company, and our cars, in a risk-free manner once this virus risk subsides.

Stay safe,

*John*

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



## Fords at Auction in UK

By Colin Spong

In November of last year I attended an auction sale on a farm near Cambridge (UK). This was a dispersal sale of cars, trucks, trailers, farm equipment, and everything in-between. The vendors had collected Bedford trucks (GM's British subsidiary) and Ford cars over a number of years, but many of the vehicles had been badly stored, with some parked outside for long periods of time. Having had heavy rains for several weeks, many of the interiors were soaked. Most of the Fords were V-8s but there were also a few Model A's. The overall condition of the entire collection would be best described as projects or parts cars. Many of the cars appear to have been imports from other right-hand-drive (RHD) countries, with the Model A's having come from South America.



1939 Mercury Coupe-Sedan with RHD, import from South Africa. Superficially, it looked quite good but there were streaks of wet rust running out from cracked body filler. It was one of the few cars that actually ran but it had no brakes. With RHD this must be very unusual.



Ford Standard Coupe, RHD missing engine and interior.



1937 Ford Convertible Coupe, RHD Ex-Argentina, scruffy but complete. Incorrect truck seat and upholstered in white vinyl.



1950 Ford V-8 Pilot parts car. Rear axle and engine included, but severely rusted. One of four Pilots on offer, all parts cars.

## 1939 Deluxe Woodie Update

By Dave Westrate

Well, having the upholstery out of the way and the sheet metal under control, I turned back to the wood body to keep busy while quarantined. Remember – wood is good.

The wood components have been completely built and varnished and have been stored in the basement for many months. While the body was mounted on the car for fit, gaps, etc., the Baltic Birch panels, window channels, and window hardware were not actually installed in the frames.





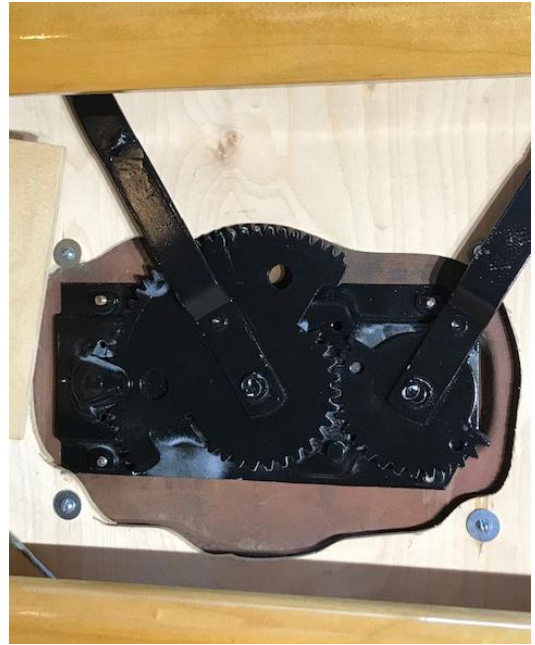
Then, I started cutting and fitting the new window channel and cutting and fitting the pieces that hold the glass channel in place.

The front windows crank up and down and the window channel is held in place with wood trim and wood screws. I made the wood trim out of Birdseye Maple, a rare wood grain, to give the car a splash of class. In the photos you can see the restored cranking mechanism and the Birdseye trim.



I started with the wood panels which are attached to the frames with countersunk nickel-plated washers and oval-headed slotted wood screws. Each hole had to be carefully drilled, countersunk, and filled with a dab of varnish using a Q-tip.





The rear doors and quarter sections have glass panels that slide past each other in dual horizontal channels. The vertical end pieces also have channels that the glass fits into when the windows are closed. All dual channels are screwed into the wood frame and further secured to the car with strips of metal trim that are held in place with wood screws. The vertical trim pieces also have spring-loaded pull pins that fit into a slot in the window pulls to lock the windows.







Front doors:	62X2	= 124
Rear doors:	70X2	= 140
Rear quarters:	64X2	= 128
Tailgate:		= 14
Roof slats:		= 256
Total:		= 662



**TECH TIP # 1**

Your screw driver will slip and gouge your new finishes no matter how careful you think you are. I drill a small hole in a scrap piece of wood which I put over the screw as I install it. See photo.



For fun, I counted how many wood screws there are in one of these wood bodies which have 107 wood pieces. I did not count them all but you get the idea:

In addition to all of these wood screws, the main components of the body are held together with strong metal brackets and long flat-headed slotted bolts. These go through the holes in the brackets from the inside of the car, through the wood to the outside, where they screw into chrome-capped or stainless “blind nuts.”

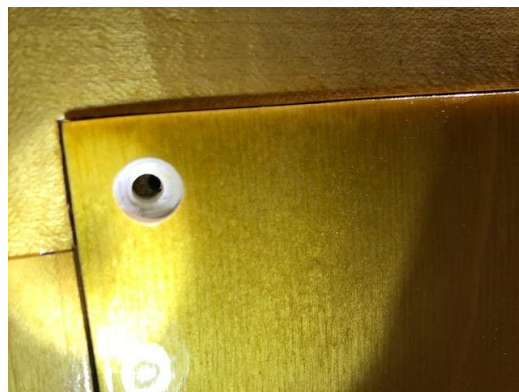


The head of the blind nut is decorative and the threads go on the inside of the wood so the threads are not visible. There are 58 of these beauties in the car!

#### **TECH TIP # 2**

While I am at it, how do you drill 58 holes through 1 3/4"-thick hard maple that you have worked on for five years and also “guarantee” that the holes line up perfectly with the holes in the metal brackets on the inside and come out exactly where they are supposed to be on the outside??

How I do it is to mark both inside and outside hole locations for each blind nut/bolt combination very carefully using a square and ruler. Next, I take a small drill bit and drill a hole a little more than half way through the wood from both the inside and outside. I then use bigger and bigger drill bits until the two sides meet each other inside of the wood piece. Then I hog out the center so I have a straight run. Finally, I drill from the inside at 5/16" for the bolt and from the outside at 3/8" to accommodate the shank of the blind nut. See photo. Repeat 57 times.



You might ask why not do it on a drill press? The answer is that you cannot pre-drill them until the components are assembled and mounted on the car because there is just too much tweaking that has to be done. Once the components are glued together they are just too big and there is too much risk of a mistake – at least for me.

#### **MORE TECH TIPS**

#### **Installing an OPTIMA Battery in a Ford Case**

*By Cliff Green*

The OPTIMA® battery provides many advantages for 6-volt operation, but it does not provide an authentic look under the hood with its glaring red top appearance. You can camouflage the OPTIMA by inserting it in a Ford case and no one would be the wiser. The following instructions to do that are for a Ford HF battery case.

There are two ways to insert the battery in a case: one by dropping the battery in from the top and the other in which the case slips over the battery. I elected to use the drop-in method because battery post extenders have to be used if you want to do the alternate way.

The battery acid has to be drained out and disposed of. Then, several applications of baking soda are poured in to clean any remaining acid. Figuring out what to do with the contents is the messiest part. (I dumped mine in the woods!)

Using a hacksaw, cut the lead connector terminals (Ford script) off.





Next, chip the top away being careful of the case edges.



Save the base of the caps containing the threads so that the vent caps can be screwed in as usual. The cells are now revealed and need to be pulled out.



Next, use a die grinder to remove the bottom ridges of the case along with the cell partitions, making sure that the top of the battery comes even with the inside ridge of the case.

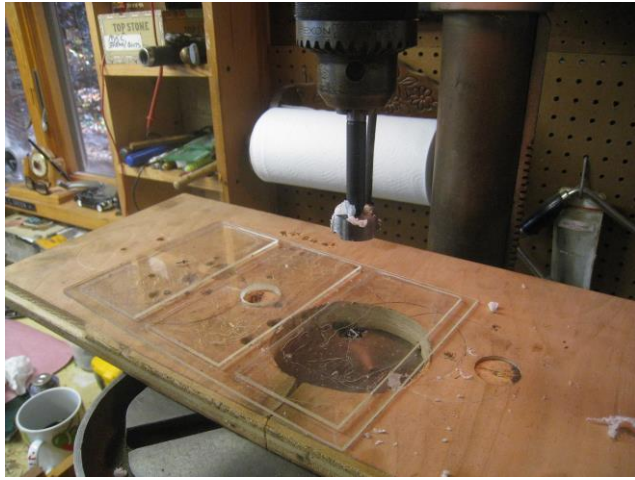


Some material is taken off the corners so the battery will fit.

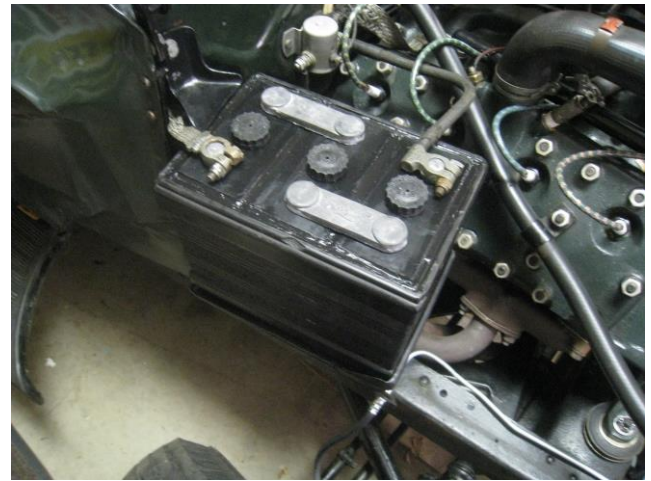


To form the top, use a 1/8-inch plexiglass sheet. It will lay on top of the battery and the inside edge of the case. I used a table saw with a fine blade to make the cuts. The three pieces that match the dimensions of the battery cells are epoxied in position. I then drilled holes for the battery vents and terminals.





The tar dries semi-hard and is the right color and texture.



All you have to do to replace the battery is to run a knife around the edges and remove the top. The terminals are the correct height for attaching the cables.

=====  
*Editor's note: The following tech tip is being rerun in response to a fellow V-8er from Wisconsin who called President Ryan looking for a VC article from a "several years ago." The subject: Using a voltmeter to test engine coolant.*

The plexiglass was painted a flat black and the lead Ford terminals were epoxied on along with the vent cap base.

### Checking Coolant

By John Girman



Now that the weather is getting colder, we need to do one of two things with our early Ford V-8s to prevent damage from freezing coolant: drain the coolant from the engine or make sure we have sufficient freeze protection in the coolant. Most of us are familiar with how to check the coolant for freezing protection. You just need to use a hydrometer, either the inexpensive type with the little floating balls or the more sophisticated type with graduated markings on a float. About the only caution to be observed is to make sure you are using the correct hydrometer, i.e., one for ethylene glycol coolant or for propylene glycol coolant, depending on the type of coolant you have in your early Ford V-8. You also need test the coolant under the conditions correct for the type of hydrometer you are using, either hot or cold.

Insert the OPTIMA into the case and use roofing tar (the kind that comes in a caulking tube) to hold the top in place. Smooth the tar with your finger.

However, there is another test for coolant that is equally important: checking to make sure your coolant still has sufficient corrosion protection. While

this is important for all early Ford V-8s, this is especially important if your engine has an aluminum head. The corrosion protection that is in all new coolants can be depleted with time and electrolysis can result. Basically, electrolysis can occur whenever two dissimilar metals are in contact with each other and with an acidic solution. This forms a simple electrical cell and the resulting electricity can cause corrosion. Thus, if the coolant is allowed to become acidic, the internal parts of the engine (and even the radiator) will corrode.

Fortunately, there is a simple test you can do to check for corrosion protection. You could use pH strips to check the acidity of your coolant but most of us don't have a handy supply of these. Instead, you can use a tool that most of us have at hand, our volt-ohm meter (VOM).

All you have to do is set your VOM to a DC voltage range that can measure in tenths of a volt. Remove the radiator cap and place the metal probe of the negative VOM lead into the coolant, being careful that it does not touch any other part of the radiator. Place the positive lead of the VOM against a bare metal part of the radiator (or a good ground on the engine). If you get a reading of 0.2 volts or less, your coolant is in good shape. If you get a reading of 0.5 volts, your coolant is borderline and you should consider replacing it. If you get a reading of 0.7 volts, replace your coolant immediately.

That's all there is to it. Now is the time to check your coolant. (And by the way, this also works for modern cars and corrosion protection is even more important for them because of all the dissimilar metals in a modern engine.)

=====

### Spring Lubrication

By Dave Gunnarson

The break provided by the current virus outbreak is giving me time to do some more detailed research.

It's now spring, with flowers out and grass green, so you might ask, "Why not take the squeak out of spring and lubricate?" Two years ago, I pulled the springs of my truck apart, sandblasted and painted them, and put them back together. I was happy with the result.

Not long ago, fellow NVRG member, Clem Clement, and I had a discussion on the merits of a lubrication fitting on the front spring of his '39 pickup. Well,

eventually we got to the bottom of the story, and yes, the front spring of his truck does get lubricated. Then I worried that I didn't have the same fitting and had not applied "grease" on my spring leaves while they were apart. All this got resolved with some book research and internet assistance. My truck springs are fine as is and the attached write-up explains the details of it all.

If you have a '36 or later car or commercial vehicle, you may have the same lubricator fitting and grooves on some of the springs on your vehicle needing attention. Even if you don't do anything about it, at least you now know the full story.

My information sources included the Ford Barn Forum discussion group and Ford Mechanical Service Bulletin. — Dave

### Ford M-4628-B Spring Lubricant

Spring Lubricating Compound (not grease) is appropriate only for 1936 and later cars and commercial Ford vehicles equipped with grooved spring leaves and a special lubricator bolt.

Spring lube is very thin oil and talc. The oil provides a way to flow the talc, which is a polishing agent and dry lubricant, into the spring grooves. Service bulletins in 1936 told about the new method, that a dedicated grease gun is to be used and that Spring lube was to be shaken before being used.

If grease is used to lubricate spring leaves, it fills the passages formed in the spring leaves near the center bolt and does not have the correct properties to be able to flow to the tips of the spring leaves. Once there, grease blocks the passages from gravity flow to the tips where the lube is needed even with a subsequent application of the correct lubricant.





The original Ford Spring Lubricating Compound formula is:

- 77 ½% ice machine oil
- 20% talc
- 2 ½% pulverized asbestos

Today we can use auto trans fluid, talc, and graphite.

**Ford SERVICE MERCURY BULLETIN** Indiana 10

PAGE NO. 1 SUBJECT NO. 5300

## SPRINGS

### GROOVED LEAVES

During 1936 a spring having grooved leaves and a lubricator fitting was adopted for all passenger and commercial cars.

These front and rear spring assemblies with grooved leaves have a slot on both sides paralleling the tie bolt hole, and a slotted tie bolt nut, with a lubricator fitting. Fig. 1 shows one of the springs and several leaves.

The lubricant passes through the slots in the tie bolt nut and those paralleling the tie bolt, into the grooves in the leaves. The top leaf of each spring assembly is the only leaf not grooved and slotted.

M-4628-B is the correct lubricant for this type spring. The specifications of this lubricant are given in the specifications section of this book.

Each service station should have an additional lubrication gun which should be kept filled with this special spring lubricant. Be

sure to shake this lubricant well, each time before using.

Other lubricants may change the frequency rate of the spring and make it too flexible.

In assembling these springs, make sure the proper tie bolt is used. A  $\frac{5}{16}$ " washer and seal, part number 351345-S, is placed on the tie bolt, then the front tie bolt nut 68-5350. Tighten nut and install fitting 353040-S7.

On the rear spring a  $\frac{3}{8}$ " washer and seal is used, part number 351387-S, and rear tie bolt nut 68-5550. Tighten nut and install fitting 353041-S7.

### SPRING CLIPS

Spring clips should be kept tight at all times. Where examination reveals that the clips have loosened the pad between the top spring leaf and the frame cross member should also be examined, and if it is found to be of the specially treated paper type, it should be replaced with a piece of woven brake lining material.



Fig. 1

EQUIPMENT USED KIEW-460-H SPRING LUBRICATING GUN.	ABOVE APPLIES TO MODELS; PASSENGER AND COMMERCIAL CARS SINCE 1936
--	---

All Rights Reserved  
FORD MOTOR COMPANY OF CANADA, LIMITED

Sept. 15, 1939

The article on the use of Spring Lubricating Compound as it appeared in the September 15, 1939, Service Bulletin.

## GROOVED LEAVES

During 1936 a spring having grooved leaves and a lubricator fitting was adopted for all passenger and commercial cars.

These front and rear spring assemblies with grooved leaves have a slot on both sides paralleling the tie bolt hole, and a slotted tie bolt nut, with a lubricator fitting. Fig. 1 shows one of the springs and several leaves.

The lubricant passes through the slots in the tie bolt nut and those paralleling the tie bolt, into the grooves in the leaves. The top leaf of each spring assembly is the only leaf not grooved and slotted.

M-4628-B is the correct lubricant for this type spring. The specifications of this lubricant are given in the specifications section of this book.

Each service station should have an additional lubrication gun which should be kept filled with this special spring lubricant. Be

sure to shake this lubricant well, each time before using.

Other lubricants may change the frequency rate of the spring and make it too flexible.

In assembling these springs, make sure the proper tie bolt is used. A  $\frac{5}{16}$ " washer and seal, part number 351345-S, is placed on the tie bolt, then the front tie bolt nut 68-5350. Tighten nut and install fitting 353040-S7.

On the rear spring a  $\frac{3}{8}$ " washer and seal is used, part number 351387-S, and rear tie bolt nut 68-5550. Tighten nut and install fitting 353041-S7.

### SPRING CLIPS

Spring clips should be kept tight at all times. Where examination reveals that the clips have loosened the pad between the top spring leaf and the frame cross member should also be examined, and if it is found to be of the specially treated paper type, it should be replaced with a piece of woven brake lining material.

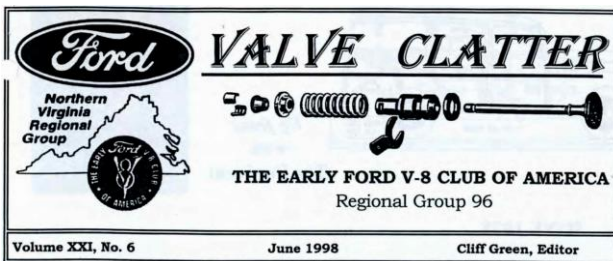
Enlarged version of the article for ease of reading.



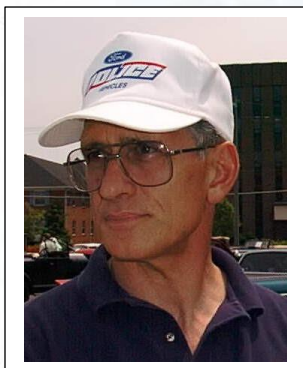
Revisiting the 1998 Fairfax Heritage Week Car Show

By Ken Burns

It's no news to any sentient person that the COVID-19 virus has disrupted lots of club activities, particularly our City of Fairfax/NVRG Car Show. Some of the folks who have joined the club this millennium probably don't know how our show came into being and who was the driving force that brought it to fruition. After a furtive try a few years earlier at a different venue, Tom Shaw stepped up in 1997, took the reins, and laid the foundation for over 20 years of FFX/NVRG car show success. Below is a look at how Tom and his committee's hard work paid off as reported in the June 1998 Valve Clatter.



SHOW CHAIRMAN REPORT



I would like to personally thank all the many NVRG and Coalition workers who made last Saturday's City of Fairfax Heritage Week Antique Car Show such a success. Most particularly the NVRG Committee members; Dave Westrate, Cliff Green, Dave Blum and Don Lombard deserve a special thanks not only for their show day efforts but

for the many hours spent attending planning meetings preparing for the big event. Your untiring efforts, outstanding ideas, and generous time commitment made the first Car Show one to be proud of.

For those members who were unable to attend you missed a great show. According to Don Lombard, 75 antique cars showed up. The quality of cars was outstanding. The number of people who paid to view the beautiful cars, eat the food and listen to the outstanding music could have been a little better. However, we have to remember that this was our first show. Between the Coalition and NVRG members the show was advertised widely. I think it will take several years for our show to build up a loyal following.

Thanks again everyone for your support and help!  
Tom Shaw

From the latest reports the Club will most likely make money on the show. We collected \$489 in registration fees and \$1225 was paid at the gate. There is \$\$ owed for advertisement in the program and some bills to pay. Remember that Fairfax City contributed \$3,000 to our event as seed money, plus paid for printing and postage! We should have the tally by next month. There will be a meeting with the Coalition to critique the meet

Members drove 30 cars on to the field. Jim McDaniel drove a man back to his home to recover his Model A. He was just on a Sunday walk when he saw the event. Another guy in a early Chevy stakebody was on the way to Home Depot and stopped to register.

Only one member of the National Capital Region came and that was the president Gene Elliott. He drove an original Model A station wagon over from Silver Spring. He expressed disappointment that none of his other members came, especially when we supported their show last July.

S. L. Ross was awarded the Dealers Choice Award for his beautiful blue 1948 Lincoln Continental. The Mayors Award went to a 1911 "T" huckster. Most Original, sponsored by our club, was awarded to the owner of a 1974 De Tamoso Panteria with only 7,000 miles - Steve McKeller of Leesburg. This bright orange car was bought from the original owner who never drove it in the rain, in fact he always washed it with a atomizer bottle rather than a hose!

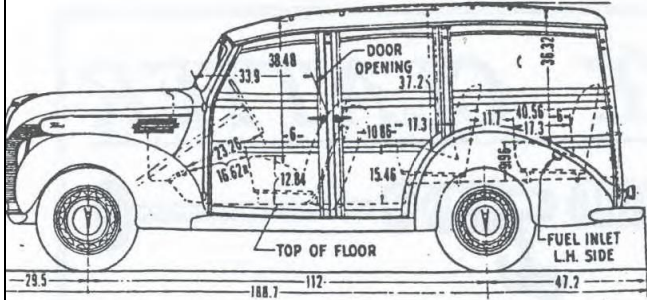
Our responsibility was to draw the cars and the Coalition was to draw the people - there were other events that competed with ours for attention (Andrews air show), but I think that the advertisement could have been better. The problems will be discussed at the aftermath meeting and of course critiques and suggestions are welcome from the members.

EDITOR



(Note: Though the images appear here in color, those that accompanied this article in the original printed newsletter were black and white. The pages that follow include page 2 of the June 1998 newsletter and several photos that were not included in the original article.)





## Up front with The President

### JUNE 1998

I am pleased to report that our car show adventure was a respectable success. Our first year effort brought out 76 cars, and everyone remarked about the wide variety of vehicles that responded. The turnout of the club was outstanding, and we can all be proud of the results.

I especially want to recognize and thank a number of people who spent a lot of time and effort on this project. **Tom Shaw** served as our committee chairman and worked tirelessly with our members, the Downtown Fairfax Business Coalition and the Fairfax Museum officials to plan and coordinate this event. **Don Lombard** served as registration chairman and was especially busy on "game day" at the registration table. **Cliff Green, Dave Blum** and others made major contributions as well. Please thank them if you get a chance.

Barbara McHale and J.T. McHale hosted an after action reception at their *Main Street Bagel Deli* for the Coalition, Museum and EFV8 Committee Members. We were joined by City Councilman Gary Rasmussen as well. He thanked us all for a successful day, and all are looking forward to next year.

Well, now that the dust has settled, what's next? We have a very nice tour to Middleburg to see the gardens of five estates there on June 13th. Please see the details elsewhere in the newsletter, and I urge you to attend as this promises to be a nice day, especially for the ladies!

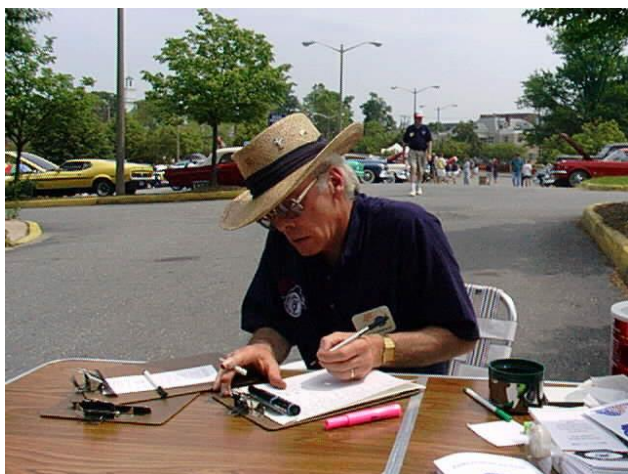
Our club meeting will not be at the Hunter House in June, as the building is needed for county business. We will gather at **Jerry's Ford Collision Center** for a special program. Note that the meeting will start at 7:00. These programs have been outstanding in the past. Let's have fun with this one!

See, if we all do a little together, we can accomplish a lot.

Dave



The images on this page and the next are from that first show in 1998. They were not included in the original article. Back in those days the *Valve Clatter* was about a dozen pages long (6 sheets of paper). Any longer than that required extra postage. And it continued in black and white for several more years. Enjoy the color that we can now use.



The late Don Lombard ran registration for many, many years before moving to Massachusetts.



Tom Shaw showed his sweet 1951 Convertible.



Dave Westrate still had a long way to go to finish restoring his 1939 Standard Woodie. That's Hank Amster and Bill Selley in the background.



David Blum owned this 1938 Ford Convertible Sedan back then.



We had some food vendors that first year. Bill Simons enjoys a spring roll and fried rice while David Blum looks on.





Sandra and Cliff Green talk with Dave Westrate. That's Cliff's 1940 Woodie in the background.



After hearing about Clem's little jaunty I decided that I couldn't let some Air Force guy in a Model A get the best of this particular V-8-drivin' Navy pilot. Clem's got some flags up front and Smokey the Dalmatian riding in the rumble seat or a rubber chicken in the back of the pickup. Along came a happy coincidence: one of our neighbors arranged a "Quarantini" happy hour. At the appointed hour, neighbors were asked to set up their lawn chairs in their front yards and enjoy adult beverages of their choice. Social distancing rules were established for those who wanted to walk around and see neighbors. I decided the only honorable thing to do was toss a little one-upmanship Clem's way.

Just like Ralphie in *A Christmas Story* I devised a *perfect* plan in my mind. I've got a Naval Aviator Wings of Gold license plate mounted on the right rear license plate holder of the black Woodie. I bought the plate 50 years ago in Florida when I returned as flight instructor. At the time, Florida issued only a rear license, so I mounted the plate on the front of my daily driver and, as you can see, it's got a little road rash showing. You might say it's in Rouge condition. In my opinion, the plate is much better than having a stuffed dalmatian riding in the rumble seat.



Ken Burns is all smiles as he lounges next to his 1941 Woodie.

## NOT TO BE OUTDONE

### Boom Box and Beach Boys

By Ken Burns

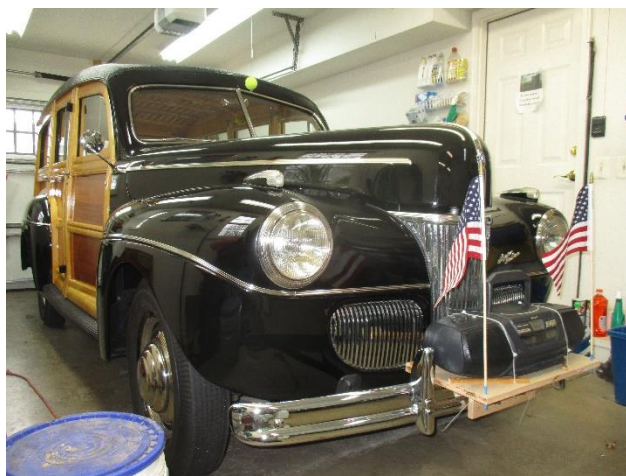
In the last *Valve Clatter* Clem Clement told us about working on his '39 pickup. Buried at the end of his article was a short description of taking "Smokey," his '30 Model A Cabriolet, out and cheering up folks in his subdivision as everyone copes with a severe curtailment of normal activities due to the COVID-19 pandemic.



And if you have a Woodie, you've *got* to have the Beach Boys blasting, right? After a little pondering, I decided the boom box CD player in my shop along with the "Very Best of the Beach Boys" CD was the perfect answer.



I fabricated a bracket from wood (what else would you expect on a Woodie?) to mount between the front bumper guards, came up with a hold-down system for the boom box, added a couple of American flags for good measure, and gave it a ground check. Everything worked as planned – the neighbors probably heard the boom box blaring in the garage with the door down. They don't call them boom boxes for nothing!



I was now ready to kick off the neighborhood "Quarantini" Happy Hour by driving along the two streets in our small subdivision honking the horn and blasting the Beach Boys at full volume. As the appointed hour approached, I backed the Woodie down into the street. With my trusty copilot Helen buckled in, I hit the play button on the boom box

and "California Girls" blared forth. Some might think that "Surfing Safari" or "Surfing U.S.A." would be more appropriate, but my daughter, granddaughter, and daughter-in-law were all born in California, so "California Girls" was much *more* appropriate, thank you very much. I hopped in the Woodie, fired it up, dropped into first gear, and eased out the clutch.



That's when my *perfect* plan hit a snag and wasn't so perfect after all. I hadn't vibration-tested my boom box in motion. Everything ground-checked okay, but it turns out that the CD player doesn't like the vibrations caused when my 1941 Woodie, with what Ford advertised as having "Boulevard Ride," actually started moving down the street. Maybe I just needed to be on a boulevard instead of some plain old subdivision street. No wonder the last song on the CD is "Good Vibrations!"

All was not lost, however. The horn certainly got everybody's attention as I honked and honked and honked while we crept along. Our Ford V-8s don't have those wimpy little beep-beep horns like our modern cars do; the 1941s share the same long trumpets as some other V-8s and even us retired military and airline pilots don't have any problem hearing those suckers in our V-8s. If neighbors weren't already outside as we passed by the first time, they were when we headed back after turning around in the cul-de-sac. They came out to see what all the racket was all about. We occasionally stopped to converse with neighbors. They, at the end of their driveway, and Helen and I safely ensconced in the Woodie in the middle of the road. Of course that's when the boom box decided to start working again. Maybe I'll have to download a Beach Boys playlist to my phone and use my Bluetooth speaker if we do this again.

A couple of neighbors captured our excellent adventure on video: [Anna](#) and [Martin](#).



**What's a Drive-by Car Show? Come and See!**

By Hank Dubois

As you know, our May 16 Car Show in Fairfax City had to be canceled due to the COVID-19 pandemic. However, as luck would have it, we have been invited to participate in an unusual car show on that date that is being conducted in accordance with all the governmental requirements that have been enacted to deal with the novel Coronavirus. The assisted living retirement community, Hunters Woods at Trail's Edge in Reston, VA, has invited NVRG members to participate in a drive-by car show at their facility.

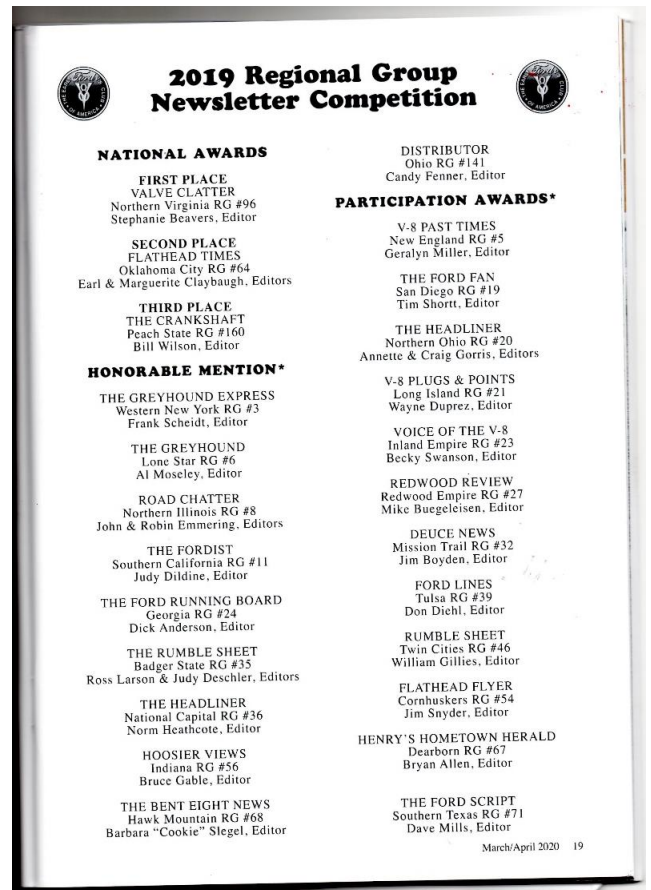
At this show, participating cars will be driven slowly by the community's residence facilities where the residents will be watching, at a safe distance, from their terraces/balconies. After the first car drives through, the second car will slowly drive through, etc. After all participating cars have driven through, they will assemble and drive through en masse, one behind the other.

We are still working out the details but it looks like the show will start around 11 AM and the community will supply take-out lunches for all participants. After the show, we plan to drive back to Fair Oaks Mall using a route that will take us on one of the very few Scenic Byways in Fairfax County. The retirement community considers the show to be an essential activity for the health and well-being of their residents and the travel of participants (like us) to be essential travel that is in accordance with the governor's travel restrictions. Documentation will be provided to each participant to substantiate this in the event we are questioned by law enforcement. Obviously, we will be maintaining "social distancing" at all times and participants may remain in their cars if they wish. Designated restroom facilities will be available for us at the retirement community.

If you would like to participate in this May 16 event, or if you have any questions about it, please call Hank Dubois at 703-476-6919 or email him at [handcdubois@verizon.net](mailto:handcdubois@verizon.net). We are planning to meet at our usual spot at Fair Oaks Mall in time to depart at 10:30 AM sharp and caravan to Reston for the show. Please let Hank know as soon as possible if you plan to participate as it will greatly help in planning for this event.



The Valve Clatter has earned First Place recognition in the 2019 Regional Group Newsletter Competition. Congratulations to everyone who contributes to its publication each month.



*NVRG 2020 Calendar*

Even though NVRG events have temporarily been suspended, the Board of Directors continues to meet the last Tuesday of each month. Meetings are currently taking place via conference call and all members are welcome to attend. If you would like to dial in to attend the meeting, contact NVRG President John Ryan for call-in information. Email John at: [john@ryanweb.com](mailto:john@ryanweb.com).



**NOTE:** The “Automart” is now being maintained and updated by NVRG member **Jim McDaniel**. If you have any submissions, updates, or corrections, please contact Jim at [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com) (email preferred) or cell: 202-409-4459. To be included in the next issue, new or changed ads need to be submitted to Jim by the **18<sup>th</sup>** of each month. Photos are acceptable for ads and will be included as space permits.

## VEHICLES FOR SALE

**1936 Ford Fordor Deluxe Touring Sedan:** Color Córdoba Tan; red wheels with pen-striping; LeBaron Bonnie cloth interior; rebuilt LB block; 12-v alternator system; hydraulic brakes; CD deck and stereo speakers (unit in trunk); radial white-wall tires. Call or email **Dick McIninch** for more information at 434-981-4349 or [olcarfn@aol.com](mailto:olcarfn@aol.com). (04/20)



**1932 Ford Standard Fordor.** Fully restored. All Henry Ford steel, new Cartouche interior, recent Brewster green paint done over bare metal. Car started off life as a V-8 but was converted to a Model B in the early eighties. New tires. Price 22k. Call **Barry Wertheimer** at 301-404-3746 or [ibwerth@aol.com](mailto:ibwerth@aol.com). (08/19)



**1930 Ford Model A Town Sedan:** Offered for sale is this beautiful, fully restored, 1930 Ford Model A Town Sedan. This Briggs-bodied stunner was restored to an extremely high standard. Painted a gorgeous teal with brown mohair interior, it is accentuated by a host of accessories and options including a thermo quail radiator cap, fog lamps, hood prop, Rex-A-Co temperature gauge, and a charming flower vase. Vehicle is fresh with just under 6,000 miles on the odometer and an undercarriage that is as clean on the underside as it is on the top.



Although it may be mistaken for a show car, this Model A was restored to perform as good as it looks, with a completely rebuilt drivetrain and modern mechanical upgrades including a Nu-Rex extra high output alternator and 8-volt battery, as well as safety upgrades including turn signals and fuse mount. Asking \$26,900 OBO. Please don't hesitate to call **George** @ 703-969-1715 with any questions, to schedule a test drive, or make an offer. (08/19)



**1940 Ford Deluxe 5-Window Coupe.** Fully restored with black exterior and tan cloth interior. 2012 Dearborn Award winner. 3500 miles on V-8 flathead engine since overhaul. All gauges, heater and fog lights work. Car runs and drives great. Stored in humidity controlled garage. \$49,500. **Bill Chaney**, (804) 776-7597, [flihi@va.metrocast.net](mailto:flihi@va.metrocast.net). (07/19)



**1940 Ford Station Wagon** for sale in the valley. Located in Strausburg, not a club member. The owner has had it about a year and was going to hot-rod it. Lost interest. What's reported: Wood OK; top rails replaced; sheet metal has a few dents; engine back in, reportedly overhauled (not by owner); two rear seats have the bottom only. Contact owner for price and more. **Gene Ornof** at 540-465-3586. (05/19)



**1947 Ford 1.5 Ton Truck:** Restoration recently completed. Frame has been stretched by 20" to give a wheelbase of approximately 178". Wooden bed is 12' long and has enclosed sides with a tailgate. Has a Rebuilt Dennis Carpenter engine, LeBaron Bonnie interior, and all new wiring, glass, and gaskets. Four-speed transmission with Eaton 2-speed rear axle. Electrical system converted to 12-volt negative ground (can use modern accessories). Right-hand tail light added (originally only had left tail light). Turn signals added. Period and period correct Ford heater. NOS front fenders, running boards, head light rims, parking light rims, and door handles. Equipped with Waldron stainless steel exhaust system. Rear view mirrors are correct (shaky) original style. Also comes with original fenders, running boards, and 2+ spare engines worth of parts. Has a clear MD title and can supply notarized bill of sale. Located in Monrovia, MD. **Price lowered to \$7,000** (or good offer). **Luke Chaplin**, 4016 Lynn Burke Rd., Monrovia, MD, 21770, 301-865-5753, [lukechaplin@comcast.net](mailto:lukechaplin@comcast.net). (1/19)





**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. (11/18)



**Early 1947 Super Deluxe Ford Coupe:** Dark blue, 2017 Dearborn Award winner. Car located in VA. **Bill Selley**, 703-679-9462. (09/17)



**1953 Lincoln Capri Convertible and Coupe:** Call for more info. **Mike Gall** 814-619-8193. (11/16)

## **PARTS & ACCESSORIES FOR SALE**

**Matched set of 1932 Maryland license plates.** Original paint, decent condition. \$80. I also have the following sets for sale, all original paint, in fair to good condition: 1925, '26, '27, '28, '30. I also have singles: 1919, '20, '21 '22, '23, '24, '25, '27, '28, '30, '32, '34, '35, '37, '39, '40, '41, '42, '54. Also pairs for '56, '58, '59, '62 '63, '64, '65, '67, '68, '70. Prices and condition vary. Contact **Milford Sprecher**, 201-

830-2198 or [milford.sprecher@gmail.com](mailto:milford.sprecher@gmail.com). (05/20)



**Multiple Miscellaneous V-8 Parts (Ad 1 of 3):** 1936 hubcap, \$10. // 1940-'48 ribbed trim, \$20. // 1937-'41 distributor body with a good set of used script points, \$10. // NORS American made NAPA 1935-'36 king pin set, \$30. // 3 NORS 1935-'36 loose king pins, \$15. // NOS shackles, ? year, \$25/pair. // 1935 mint Instruction book, not repro, with original mailing envelope, \$35. // Mint, highly polished 1933-'40 gas caps, Eaton or Stant, \$50. // 1930s Chrome Trico 2-screw-cap wiper motor, application unknown, double-ended shaft, \$25. // 6-piece tool set with pouch, \$75. (Pictured are those for 1938-'39.) Any other EV-8 year can also be furnished, all authenticated as per publications by V-8 Club tool guru Lin Stacey. (Cont.)



**More Miscellaneous V-8 Parts (Ad 2 of 3):** Genuine Ford Metalbestos gaskets, script visible on some, said to be especially good used with aluminum heads, 24-stud, \$15 ea., 2 for \$25; for V-8 60, \$15, for Ford 9N tractor, \$15. // Solenoid, \$10. // 1932-'34 front actuating brake cross shafts, \$30. // 1935-'36, \$20. // Enginaire cylinder air pump with 14mm attachment, \$25. // Fuel pump stand \$15. (Cont.)



**Still More Miscellaneous V-8 Parts (Ad 3 of 3):** 6" x 24" convertible rear window frame, \$125. // Pair of



(usable) used king pins (alone), believed to be 1933-'34, \$5. // 1941-style fuel pump, could be okay? Core-priced @ \$10. // For all above misc. V-8 parts, contact **David Henderson**, [jrdshen@verizon.net](mailto:jrdshen@verizon.net) or 703-938-8954. (05/20)

**New Rockers for Ford shoebox.** Set of new EMS automotive outer and inner rocker panel for 1949-51 Ford shoebox Fords. Retail for around \$400. Asking \$150 obo. More photos available upon request. Contact **Russ** at 703-204-4559. (04/20)



**Original Shock and Links, 1935-48 Ford:** One (only) original 1941-48 shock in good working order. Also, several NOS/NORS shock links for 1935-48. **John Ryan**, 301-469-7328, [john@ryanweb.com](mailto:john@ryanweb.com). (04/20)

**1953 Ford Parts:** All prices negotiable. Hood (no rust or dents), \$300; Rear Bumper, \$150; Four Bumper Guards, \$20 each; Starter, \$75; Generator, \$75; 20 pieces Stainless Body Trim, \$20-\$30; Windshield Washer Glass Bottle and Bracket, \$80; Right and Left Outside Door Handles, \$25 each; Two NOS Rear Brake Linings, \$25 per wheel; Complete EAB Engine, \$900; Two Inside Door Handles and Two Window Cranks, \$10 each; Four 16" Beauty Rims, \$60 set; One 1932 Ford Cowl Light and Bracket, \$60. **Jim Tallant**, 301-843-0955. (04/20)

**Garage Space Available:** I have one space available for storage of an antique vehicle; located in the Fairfax City area. You will have a key. I do not have to be present when you come or go. \$160/mo. **Dave Henderson** at 703-938-8954. (04/20)

**Four Motor Mount kits for 37-53 Ford (78-6038-S).** Half-price at \$8 each. Contact **Cliff Green** at [dcliftongreen@gmail.com](mailto:dcliftongreen@gmail.com) (03/20)

**Collection of 10 EFV8CA National Gear Shift Knobs.** Circa 1978-2017. Asking \$50 for the lot. Call **Jason Javaras** at 540-786-5819. (03/20)

**1935 Ford Transmission:** This tranny came out of my 1939 green Ford pickup that clubber Gill Williams had built and owned with his son and Mr. Ed. Tranny is a little noisy with straight gears. It was removed from my '39, as the clamshells were loose and causing the u-joint to rub on them. Not knowing what was wrong, I bought another tranny to replace this one. All good now. Top is stiff. Contact **Clem Clement** at [clem.clement@cox.net](mailto:clem.clement@cox.net), phone 703-830-5597. (02/20)



**Two 1949-50-51 Ford Oil-bath Air Cleaners.** One is black, one is bronze. Good condition. Minor dents and paint chips. The bronze air cleaner does not have the long rod at bottom that tightens the clamp to the carburetor (a screwdriver does the job). The black one is complete. \$50 each. **Jim McDaniel**, [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com) or 202-409-4459. (11/19)



**1935 matched set of five red spoke wheels, 5x16".** Paint looks original as a set. Some light rust. **Price reduced to \$600.** Contact **Clem Clement** at [clem.clement@cox.net](mailto:clem.clement@cox.net). (11/19) (See photo next page.)



1975 Ford Windsor engine 351 V-8 \$150. / 1975 Mercedes-Benz engine & transmission (137,000 mi.) \$500. / 1984 Ford 5.0 engine (112,000 miles) \$500. / 1996 Ford Explorer engine (112,000 miles) \$500. / 1956 Ford std. transmission \$150 (H.D.). / Ford 15" X 6" rims with 1949 and up bolt pattern \$25 each. / Ford 49 to 53 good crankshafts \$35 to \$50. / Ford 49 to 56 rear ends, prices variable. / Ford 289-302c.i. Windsor heads, prices variable. / Harbor Freight engine puller \$100. / Honda 1987 brown bucket seats \$50. **Call Steve Groves** at 301-530-7411 any time before 9 PM. (11/19)



**Lincoln Cylinder Heads** for 337 c.i. engine from a late 1940s F-7 truck. One pair. \$50. Call **Jason Javaras**, 540-786-5819. (03/19)



**1939-41 Ford Rebuilt Generator.** Never used, \$130 (cost). Contact **Cliff Green** at 703-426-2662 or [dcliff-tongreen@gmail.com](mailto:dcliff-tongreen@gmail.com). (03/19)



**Black and Decker Valve Grinding Machine**, \$150. **Steve Groves**, 301-530-7411 before 9:00 PM. (2/19)



**1951 Ford Truck 5-Star Hood Trim**, to use with your "hood spear" on sides of hood. Have both left and right. \$150. **Ray Lambert**, 703-595-9834. (06/18)



**1951-52 Ford F-1 Truck Rear Axle:** Drum-to-drum with springs; no wheels. \$150. **Ray Lambert**, 703-595-9834. (06/18)



**1951-52 Ford F-1 Truck Front Axle:** Nearly

complete, backing-plate-to-backing-plate, with springs and steering arms. Note, no brake drums or wheels. \$150. **Ray Lambert**, 703-595-9834. (06/18)



**1935-40 Ford passenger car tailpipe**, NOS/NORS. Never used, \$50. **Jason Javaras**, 540-786-5819. (3/18)



**One pair 60-HP Ford Script Heads:** NOS cast iron, best offer. **Leo Cummings**, [RPMLHC@aol.com](mailto:RPMLHC@aol.com), cell: 571-212-7747. (3/18)



**Three 24-stud Ford Script Heads**, NOS, cast iron, best offer. **Leo Cummings**, [RPMLHC@aol.com](mailto:RPMLHC@aol.com), cell: 571-212-7747. (3/18)



**Eastern National Meet Goodies:** Craftsman Tool Bag, \$5; Meet Gearshift Knob, \$5; Meet License Plate Topper, \$5; Compact LED Flashlight w/Clip & Magnet, \$5; Meet Pin, \$1, or free w/purchase of one or more other item(s). **Hank Dubois**, [handcdubois@verizon.net](mailto:handcdubois@verizon.net) or 703-476-6919. (07/17)



**1949-53 Ford & Mercury Engine Parts:** Nearly all parts available: Heads, manifolds, crankshafts, rods, camshafts, valve parts, oil pans, oil filter housings, front covers, water pumps, bellhousings, ignition, etc. No Mercury crankshafts or oil pans. Dirt cheap! **John Ryan**, 301-469-7328, [john@ryanweb.com](mailto:john@ryanweb.com). (07/16)



**1934 Ford Parts:** Two 21-stud '34-35 engines, one complete, one parts. Small parts for '34; ash tray, bolts, bushings, rubber parts, windshield with glass; two '34-36 transmissions complete, lots of extra gears; engine heads and manifolds for '34-36; oil pan for '34; hubcaps for spare; original and new door handles; carburetor kits; water pumps; fender braces; 17" wheels; water inlet with motor mount for '34-35; 50 years of V-8 Times. Call for more info. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407, 540-847-3363. (updated 05/18)



## VEHICLES WANTED

**Driver quality 1935-36 Pickup:** Contact **Nick Arrington**, [nta1153@verizon.net](mailto:nta1153@verizon.net) or 703-966-8422. (01/15)

## PARTS & ACCESSORIES WANTED

**Wanted: K R Wilson Spring Spreader:** V-62. Rent, borrow, or buy. **John Ryan**, 301-469-7328, [john@ryanweb.com](mailto:john@ryanweb.com). (04/20)

**WANTED: 1951 Ford Driving (fog) Lights** (lights and mounting brackets). Original or repro is OK. Contact **Jim McDaniel**, [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com) or 202-409-4459. (03/20)

**Model A Parts Wanted.** Non-member friend of a member is looking for some Model A parts: Pickup bed for 1928 to early 1931; / Pair of rear fenders for pickup, coupe, or roadster; / Pair of 1931 splash aprons; / Left fender spare tire carrier with brackets. Send email to [gcluster@rockingham.k12va.us](mailto:gcluster@rockingham.k12va.us).

**Inside door handle for 1935 Ford Tudor sedan.** Contact **Von Hardesty** at [hardestyv4@gmail.com](mailto:hardestyv4@gmail.com) or 540-908-0295. (05/19)

**1933-34 Ford rear end** wanted. Call **Mike Kirkendall**, 325-280-6052. (03/19)

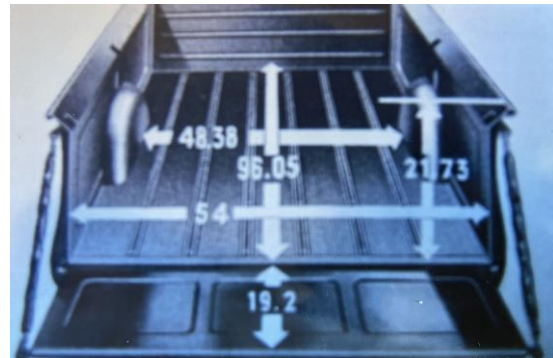
**1939 Ford Pickup BED wanted.** Complete bed assembly needed. If you have a bed, or parts of one, call Long Island Club member **George Vitaliano** at 914-664-5040 or email his wife Nancy at [nancyvitaliano@icloud.com](mailto:nancyvitaliano@icloud.com). (1/19)



**Model 81 Carburetors.** Two Model 81 carbs suitable for rebuilding wanted. These were the carbs used on the 60 HP V-8s. **Nick Arrington**, 703-966-8422 or [nta1153@verizon.net](mailto:nta1153@verizon.net). (8/18)

**1951 Ford station wagon sway bar.** **Steve Groves**, call 301-530-7411 before 9:00 PM. (04/18)

**WANTED: 1950-51-52 Ford pickup 8-foot bed.** Dimensions in photo below. **Ray Lambert**, 13212 Occoquon Rd., Woodbridge, VA 22191, 703-595-9834. (02/18)



**1940 Ford Heater Switch** for hot water heater. **Bill Chaney**, [flihi@cablefirst.net](mailto:flihi@cablefirst.net) or 804-776-7597. (12/14)

**1935 Ford closed car:** the radio speaker with cable and connector to the radio box. **Jim Eberly**, 301-689-9420 or [Jeberly4@comcast.net](mailto:Jeberly4@comcast.net). (07/14)

## PARTS & ACCESSORIES FREE

**Free - Pair of Water Pumps for a 1951 Ford 8BA 239ci V-8.** I replaced them thinking they were part

of a heating problem. It proved otherwise after I had installed new ones, so these are now a good spare set. Yours for the taking if you can come get them in Front Royal. These would be good for cores to trade in to Skip Haney for a rebuilt pair. Call **Al Edwards** at 703-408-8372. (2/19)



**1950 Ford back seat FREE.** Don't know if it's from a Tudor or Fordor. Good springs; enough of the original upholstery and padding remaining to cover with seat covers for a driver (but I don't think I would.) Bought it to cut down for my '49, then found a seat at Carlisle. **Russ Brown**, 703-919-6011, [dogban-ner@gmail.com](mailto:dogban-ner@gmail.com). (05/18)

=====

**SOME COVID-19 DISTRACTIONS FOR YOU**

By Ken Burns

I got this idea when George Hammett of the Upstate Regional Group in South Carolina sent me a list of some Early V-8 clubs that had Facebook pages. I thought I'd make it easy for you, so I picked Regional Groups that had both a website and Facebook page. I've added the website links and Facebook pages so all you have to do is click the links. This ought to distract you until we can actually get our Flatheads out for tours and car shows. And if they're not ready for the road, then don't read this – get out to the garage and get busy!

- [Early Ford V-8 Club of America](#)  
Facebook - <https://www.facebook.com/EarlyFordv8club>
- [Early Ford V-8 Foundation and Museum](#)  
Facebook - <https://www.facebook.com/EarlyFordV8FoundationMuseum>
- [Early Ford V-8 Club, National Capital Regional Group #36](#)  
Facebook - <https://www.facebook.com/ncr36>
- [Early Ford V-8 Club of Sacramento](#)  
Facebook - <https://www.facebook.com/groups/1042177165834696>

- [Early Ford V-8 Club of San Diego](#)  
Facebook - <https://www.facebook.com/groups/EFV8SanDiego>
- [Early Ford V-8 Club of Cape Cod](#)  
Facebook - <https://www.facebook.com/cape-codv8>
- [Early Ford V-8 Club of Atlanta](#)  
Facebook - <https://www.facebook.com/groups/1586403558265000>
- [Early Ford V8 Club of the Inland Empire](#)  
Facebook - <https://www.facebook.com/Early-Ford-V8-Club-of-the-Inland-Empire-233217773362262/>
- [Early Ford V-8 Club of Tulsa](#)  
Facebook - <https://www.facebook.com/tul-saearlyfordv8>
- [Early Ford V8 Club UK](#)  
Facebook - <https://www.facebook.com/groups/336392703530126>



The first caption says it all!



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



**CRAFTSMAN**  
auto care

**Fairfax**  
11611 Lee Highway  
Fairfax VA 22030  
703-272-3216  
Fairfax@craftsmanautocare.com

Hybrid and EV

**Alexandria**  
7001A Manchester Blvd  
Alexandria, VA 22310  
703-719-7606


**Chantilly**  
14510 Lee Road  
Chantilly VA 20151  
703-646-8260

**Dulles**  
23765 Pebble Run Place  
Sterling, VA 20160  
703-665-1357

**Fairfax**  
11611 Lee Highway  
Fairfax, VA 22030  
703-272-3216

**Merrifield**  
2733 Merrilee Drive  
Merrifield, VA 22031  
703-646-8270

**833 - CRAFTS1**  
[www.CraftsmanAutoCare.com](http://www.CraftsmanAutoCare.com)



**DULLES**  
AUTO CLINIC


Quality Service at Affordable Prices  
[dullesautoclinic.com](http://dullesautoclinic.com)

Foreign Domestic

**703-481-6300**


106 J Oakgrove Rd  
Sterling, VA 20166

**Wayne R. Judd**  
President/ASE Master Technician



**DULLES**  
AUTO CLINIC

**(703) 481-6300**  
106 OAKGROVE RD., UNIT J. | STERLING, VA



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

**Tony Muller**  
OWNER

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

[ptautoexperts.com](http://ptautoexperts.com)  
[ptautoexperts@aol.com](mailto:ptautoexperts@aol.com)

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	<a href="mailto:john@ryanweb.com">john@ryanweb.com</a>
Monthly Meeting Report	Dave Gunnarson	<a href="mailto:gunnarson@verizon.net">gunnarson@verizon.net</a>
Tour Report	Hank DuBois	<a href="mailto:handcdubois@verizon.net">handcdubois@verizon.net</a>
Event Calendar	Bill Simons	<a href="mailto:bsimons@rustinsurance.com">bsimons@rustinsurance.com</a>
Want Ads	Jim McDaniel	<a href="mailto:jim44mcd@gmail.com">jim44mcd@gmail.com</a>
Membership and Dues Report	Gay Harrington	<a href="mailto:hahsuj@gmail.com">hahsuj@gmail.com</a>
Restoration Reports	Ken Burns	<a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
Tech Articles	Cliff Green	<a href="mailto:dcliftongreen@gmail.com">dcliftongreen@gmail.com</a>

*NVRG Car of the Month*  
*Bill & Joann Fox « 1934 Ford DeLuxe Fordor Sedan*



**FIRST CLASS MAIL**

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