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Valve Clatter

Early Ford V-8 Club of America



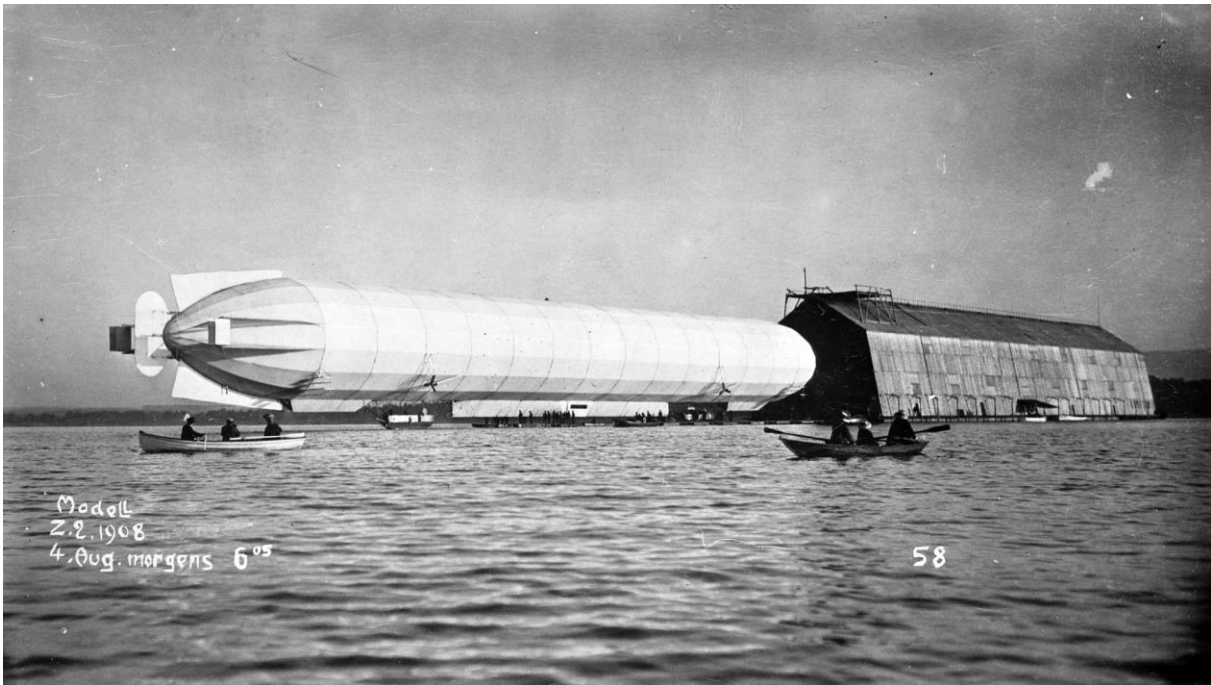
Northern Virginia Regional Group #96
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Editors: Nick Arrington & Stephanie Beavers

COVID-19 Issue #9: November Membership Meeting: The Golden Age of Rigid Airships

Presented by Dave Gunnarson, Article by Jim La Baugh



Zeppelin LZ 2 outside its floating airdock on Lake Constance in southern Germany, 1908.

In the years B.C. (*Before COVID*) the word zooming would bring up images of various aircraft flying through the skies. In A.D. (*Anno - in the year of - Disease*) the word zooming more commonly refers to people meeting virtually using a variety of electronic devices. During the November NVRG virtual monthly meeting, both were blended by Dave Gunnarson as he presented "The Golden Age of Rigid Airships" to 27 screens linked by Zoom. Attendees included people from as far away as Hawaii (Jacob Gunnarson) and California (the Girmans), as well as the Early Ford V-8 Club of America President, Bruce Nelson.

Up Front with the President

December 2020



President's Message December 2020

I hope everyone had a safe and pleasant Thanksgiving holiday. Most of us undoubtedly had to revise our usual Thanksgiving activities with family and friends. As with NVRG activities, readjusting our plans has become normal as the Coronavirus pandemic continues – now into the third wave of infection.

I am happy to report that those members who have been serving on your 2020 Board of Directors will continue to serve in 2021 and retain the same responsibilities. Each fall, we ask for nominations and volunteers to join the board. At its November meeting, the Board chooses the officers, committee chairs, and other contributors who keep our club moving forward. These folks are listed at the bottom of this page. I want to thank all board members for their contributions in 2020 and look forward to working with this stellar group of dedicated folks again in 2021.

Is everyone enjoying their 2021 NVRG Calendar? As in previous years, Jim McDaniel produced the calendar and he deserves tremendous credit for all the hard work to make it happen. This year's calendar is especially attractive, blending early Ford V-8s and vintage aircraft. Incidentally, the calendar makes an excellent New Year's gift for anyone interested in cars and/or aircraft. If you want additional copies, they are available at \$17 including postage. Please contact Cliff Green.

I encourage all members to join the next membership meeting on Tuesday, December 8, at 7:30 p.m. We've established a simple and effective means to make our monthly meetings available to all members via Zoom.

The December meeting will feature a virtual holiday party in place of our usual in-person event. Dave and Sarah Gunnarson are planning interactive holiday games, music, and some surprises to usher in the holiday season and lift our spirits. Refer to the notice in this issue for details. I look forward to "seeing" you at the meeting.

Stay safe,

John

zoom
Membership Meeting
Tuesday, December 8, 7:30 pm

2020 NVRG Officers and Terms	2020 Directors and Terms	Committee Members
President – John Ryan (2019 & 20)	Membership – Gay Harrington (2020 & 21)	Fairfax Show – Dave Westrate
Vice President – Cliff Green (2020 & 21)	Programs, Refreshments – Dave Gunnarson (2019 & 20)	Tours Chair – Hank Dubois
Secretary – Nick Arrington (2019 & 20)	Webmaster, Property – Ken Burns (2020 & 21)	At-large – David Skiles
Treasurer – Bill Simons (2020 & 21)	Sunshine – Keith Randall (2019 & 20)	At-large – Jim LaBaugh
	At-large – Jim McDaniel (2020 & 21)	

Meeting, continued

Dave spent every other week over a six-year period restoring the Goodyear-Zeppelin Airdock in Akron, Ohio, which has been owned by Lockheed Martin since 1996. During that time, Dave became interested in the history of the rigid airships that used the Airdock, as well as the identity of many of the rigid airship remnants housed in the cavernous interior of the building (1,175 feet long, 325 feet wide, 211 feet high). The presentation took the audience from the origins of lighter-than-air flying craft through the time when Ford used such airships for advertising in 1947 and 1948. The synopsis of Dave's presentation provided here is based on his discussion during the meeting and subsequent access to the file containing his presentation.

Dave started out by providing some key definitions to guide viewers through the presentation. Balloons fly on air currents or are tethered. Blimps are powered balloon airships with a control car with engines and propellers suspended below the balloon. Semi-rigid airships are powered and have a rigid keel at the bottom of a balloon. Rigid airships are powered and have a shape independent of the bags holding the lifting gas within the rigid structure. The rigid airships also are referred to as zeppelins. Dirigible is another term for airship.

Lift is provided by the gas in the balloon or gas bags, either hot air, hydrogen, or helium. Use of hot air requires an open flame. Hydrogen is relatively inexpensive but highly flammable. Helium is costly but nonflammable. To achieve flight, the lift must be greater than the weight of the craft, which is determined by the weight of the envelope used to enclose the gas, the engine, fuel, ballast, and whatever else is to be carried within the craft. Helium was not readily available in the age of airships, with most of the world's supply (90%) found in the U.S. in Kansas, Oklahoma, and Texas. Those states contain gas-trapping rock formations that include natural radioactive material – uranium and thorium. Helium gas is produced by the natural radioactive decay of those materials and accumulates in the rock formations as an impurity associated with natural gas.

Lighter-than-air flight is challenging. Atmospheric pressure changes with altitude and weather, thereby affecting the pressure of gas in the envelope which causes the bags to expand or contract. Changes in temperature also cause bags to expand or contract. Fuel consumption in powered flight

decreases weight and increases buoyancy. The lifting gas can be lost, either from leaks or overpressure venting, or controlled venting. Wind affects the direction and control of the craft as well as causes stress when the ship is moored. The balance of the airship is subject to change from front to back and side to side. These airships cannot be readily turned.

Humans have been flying different craft for some time. The Chinese were flying kites 2400 years ago. The first human untethered hot air balloon flight was in 1783 in a balloon built by the Montgolfier brothers in France using a paper bag enclosed in silk. It flew at an altitude of 500 feet some 5.5 miles from the starting point in Paris, safely returning three passengers to the ground when the air in the balloon cooled after 25 minutes of flight. In 1872, a Dupuy de Lôme airship with a hydrogen balloon flew at 6.8 mph with a basket suspended below the balloon, propelled by eight crew hand-cranking the propeller. Others followed with the first controlled round-trip flight in 1884 powered by a battery-powered electric motor and, in the following years, using a variety of petroleum-fueled engines such as a 2-cylinder 3-hp tricycle engine and a 4-cylinder 12-hp inline air-cooled engine.

The golden age of rigid airships began when, on October 19, 1901, Alberto Santos-Dumont flew his airship on a round trip from the Parc de Saint-Cloud to and around the Eiffel Tower within 30 minutes, thereby claiming a 100,000-franc prize that he donated to the poor of Paris. He also flew his airship above the streets of Paris at rooftop level and, on occasion, landed in the vicinity of a café for lunch. The only other person Santos-Dumont allowed to fly his airship was New York socialite Aida D'Acosta who first flew it in June 1903. She became the first woman ever to pilot a motorized aircraft.

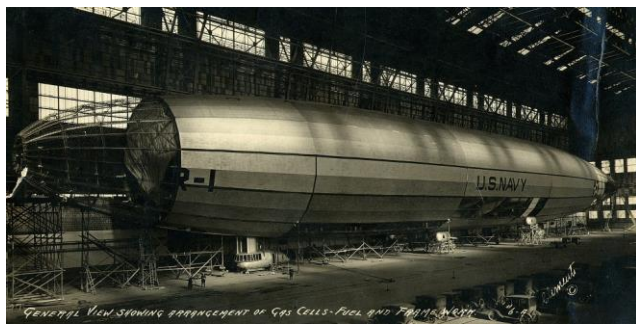
In 1863, Count (Graf) Ferdinand von Zeppelin was a German military representative given permission to observe activities of the Union forces during the U.S. Civil War. While in St. Paul, Minnesota, he saw his first balloon. In 1874, a lecture on the use of a rigid frame airship related to the use of air travel as feature of world postal services stimulated an interest in such craft. By 1890 von Zeppelin retired from the military and began designing rigid airships. As a result, in 1900, his first airship, LZ1 (420 feet long), made its first flight, operating out of a floating hanger on Lake Constance (Bodensee) on the border

of Germany, Switzerland, and Liechtenstein. The site of this event, Friedrichshafen, is now the location of the Zeppelin Museum that will appear later in the story.

Among the many interesting facts about those airships is the fact the fabric covering the frame of a single craft was made of cow intestines (also known as “goldbeater’s skin”) from 200,000 cows. Prior to World War I, Zeppelin’s company made 21 airships. Zeppelin formed the first airline company in 1909; it operated pleasure cruises rather than regularly scheduled routes between cities. Hugo Eckener was the manager of airship operations and made safety the highest priority for the airline. As a result, the airline flew one million passenger miles with a perfect safety record until the *Hindenburg* was destroyed in an explosion and fire while mooring on May 6, 1937, ending the golden age of airships.

During the 1914–1918 war, Zeppelins were used primarily as observation platforms for naval scouting missions, flying 1,000 such missions; whereas, they were used in only 50 bombing raids over London. Paris was also bombed. However, relying on hydrogen for lift was a disadvantage because the zeppelins could be ignited and destroyed by incendiary bullets. Consequently zeppelin design changed to craft that could fly at higher altitudes and faster speeds to get beyond the airplanes seeking to bring them down.

After the war, the allies copied German technology to build their airships. The first U.S. airship, *USS Shenandoah*, was based on the Zeppelin L-49 design, one of the high altitude fast craft, and built in the Naval Aircraft Factory in Philadelphia.

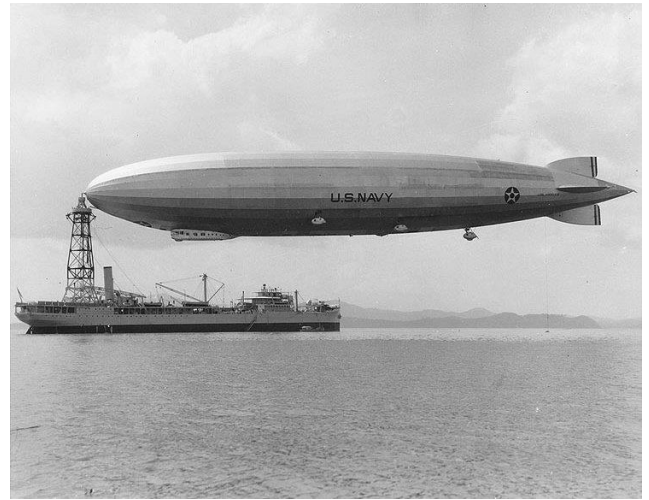


Shenandoah under repair at Lakehurst Naval Air Station.

The rigid structure of the craft was made of duralumin – a mixture primarily of aluminum and copper that was ultralight and stronger than aluminum.

Nearly the entire world supply of helium, costing \$2 million, was used to fill the gas bags of the *Shenandoah*. However, the bags were only filled to 85% capacity to allow for gas expansion as atmospheric pressure decreased with height. Even though she carried helium instead of hydrogen, the engines were mounted outboard of the balloon structure, as had been the case with the zeppelins.

The *Shenandoah*, and her sister ship, the *USS Los Angeles* (built in Germany by the Zeppelin company under contract with the U.S. Navy), demonstrated that the airships could refuel at sea – mooring to the *USS Patoka*, an airship tender.



The *Los Angeles* moored to the *USS Patoka*.

The *Los Angeles* also demonstrated it could land on a carrier deck (the *USS Saratoga*) – but barely and not easily. Fixed wing aircraft also could hook onto a retractable trapeze underneath the airship. The navy was interested in these airships for long-range reconnaissance, particularly because of their operational range of 10,000 miles.

The *Los Angeles* was successfully delivered from Germany in 1924 by a trans-Atlantic crossing in which the tail section was torn by rough weather in flight and saved by Eckener’s son climbing out on the tail fin and sewing the fabric together. The *Los Angeles* was retired in 1932 after 5,000 hours of flight and dismantled in 1940. During a cross-country trip in 1925, the *Shenandoah* encountered violent winds and broke in two. Only the seven people in the front section survived as that part of the airship returned to the ground in a free balloon descent.



Interior of the *Los Angeles* with crew member at wash station.

In his presentation, Dave used numerous archival photos to show details of these American airships and the construction of the next generation of U.S. airships, the *USS Akron* in 1931 and the *USS Macon* in 1933, both constructed at the Goodyear-Zeppelin Airdock in Akron, Ohio.



Photo of the *Akron* superimposed on the photo of the airdock on the day of christening.

Among the improvements was the use of a double ring, defining the circumference of the sections of the hull; whereas the Zeppelins used a single ring,

control sections in the front and the tail of the ship, inboard instead of outboard engines (making servicing the engines easier), eight 16-cylinder Maybrook engines connected by a gear box to the outboard propellers that could swivel 90 degrees and reverse, interior room for 79 crew and all the amenities for staying aloft for extended periods of time, and storage for five fixed wing airplanes (Curtiss Sparrowhawks) that could be lowered from the airship or lifted aboard through an opening in the hull.

In 1933 the *Akron* crashed into the Atlantic off New Jersey after its tail hit the sea surface. Only three of the 76 people onboard survived. The cold water and lack of life jackets for the crew was fatal. The *Macon* was based out of Sunnyvale, California, and was caught in a gust when out over the Pacific Ocean on its 55th flight. It lost its upper fin, the damage causing loss of gas, and ultimately it crashed into the sea. The warm water, use of life jackets, and boats nearby helped save all but two of 83 people on the airship. This marked the end of U.S. Navy airships.

When the *Macon* crashed, four of its five Sparrowhawks went down with the airship. However, the one not onboard that day has been restored and is now on display at the Smithsonian's Udvar-Hazy Museum. Part of the interior catwalks from that airship found in the Airdock during restoration are also now in the Smithsonian's collections.



Sparrowhawk at the Udvar-Hazy Center.

The luxury passenger airships *Graf Zeppelin* (776 ft. long, 100 ft. diameter) and *Hindenburg* (803 ft. long, 138 ft. diameter) plied the skies around the world in the 1930s. Capable of carrying 100 passengers, these truly were magnificent. The passenger

lounge of these has been recreated at the Friedrichshafen Zeppelin Museum in Germany.



Recreation of *Graf Zeppelin* and *Hindenburg* passenger lounge, in Friedrichshafen museum.

During Dave's work on the Akron Airdock, part of the tail of the *Hindenburg* was identified. Dave arranged for the return to Germany of this largest surviving piece of the *Hindenburg*. On a subsequent family trip to Europe, Dave and family visited the museum and saw that tail piece on exhibit and received a guided tour by the museum director.



Dave next to *Hindenburg* exhibit at museum in Germany.

Ford built the only privately owned mooring mast at the Ford Airport in 1925. The airport was next to the Dearborn Inn, the site of numerous Early Ford V-8 Grand National meets. The mooring mast was designed to adjust the height of the airship, lowering it for disembarking passengers near the ground, a feature not found at other mooring sites. The mast was used only two times.

Ford was the first manufacturer to use a blimp for advertising in 1947 and 1948, using the former U.S. Navy airship K-29. Today, blimps are often seen over sporting events (the Goodyear blimp, for example, which is only 246 feet long, a fraction of the size of the Zeppelin airliners in their heyday).



Ford blimp.

Several companies today are exploring the manufacture and use of new airships for luxury passenger service and freight delivery to remote parts of the world (for example, read "Helium Dreams" by Jeanne Marie Laskas, February 22, 2016, issue of the *New Yorker*). However, as Dave pointed out as he concluded his presentation, the romance of such travel will face the same challenges in lighter-than-air flight that eventually favored heavier-than-air aircraft in the economy of the skies. At the end, 27 screens signaled thumbs up for Dave zooming everyone on an excellent virtual excursion into the golden age of rigid airships.

STILL MORE EARLY-LATE FORD DIFFERENCES

Let's Count a Few More Ways – Part III

By Ken Burns

I'm baaaack with more scintillating info about the differences between my early and late 1941 Woodies. Let's keep investigating what changes occurred in the cowl area. I'll start with one that's easy to see: the cowl vent.



Early 2-piece vent (left) and late one-piece vent (right).

As you can see from the picture above, the cowl vent flap came in two flavors. These cowl vent flaps came from '41 Fords I parted out many years ago. According to their VINs, both cars were built after my green Woodie. The early vent riser allowed for some back-to-front adjustment and also for a little skewing. The later riser is spot-welded in place. The only adjustment here is from side to side. The late riser stamping was changed as there are no longer holes in it for the bolts attaching it to the flap. Once again, I don't know when or why the vent was changed, but I'm guessing it was probably because Ford's manufacturing processes had progressed to the point they could accurately jig up the two pieces and weld them together as a unit. I can attest to the fact that it was much easier to get the flap to close properly and seal tightly in the late car than the early one; I still need to use blue masking tape on the green one in order to keep the water out when it rains.

Moving on. There were actually three changes to the cowl side stamping – the section of the cowl between the front fender and the front door; from the break just above the belt line stainless molding down to the running board (part # 11A-7002054 Panel). Well, actually, there were only two different stampings and an interim solution to the problem while a new stamping was designed and put into production.



Notice that the hood rubber windlace stops at the weld.

According to Service Letter #143 (October 25, 1940), some customers of the "Big New Ford" complained that "some of the passenger car hoods were 'drumming' at the rear." The interim solution was to

make a small filler strip of metal that allowed the hood windlace to extend farther down the side of the cowl. The lower cowl section of my green Woodie never had this modification made to it either at the factory or as a field change, as there never any holes drilled in that area of the cowl.



The pieces made by Ford to solve the drumming problem.



The interim strip in place on my green Woodie. With this strip installed, the windlace then extended slightly below the belt line molding.

In the May/June 1991 *V-8 Times* there's an article by Dave Crawford of Leawood, Kansas, about his original Rouge early 1941 Ford Convertible. In 1997, he purchased the 19,000-mile original car that had been used on a summer estate in Maine. His article documents some of the early/late differences I've already covered and some that are particular to 1941 convertibles. Below is one of the pictures (including caption) I've copied from his article. It shows a '41 with the filler strip as it was installed at the factory.



Sheet metal fillers, apparently an after thought, were added to the cowl sides to support the hood lacing.

By the time my black Woodie was built, the outer skin of panel assembly had been redesigned and the filler piece was no longer necessary.



The late panel eliminated the need for the filler strip.

Let's move inside and see what other wonders await us in the front of the car. I've had to dig out my two 1941 Ford/Mercury Body Parts Lists (one dated October 1940 and the other August 1941) to try and sort out the next bit of information. I still have some unanswered questions, but here's my best shot at present.

We've already covered some things that are hard to see with the floor mat installed, but it probably won't surprise you to learn that the front floor mat and the floorboard (Part #11A-7011115 in the early car) below it are different in early and late cars. In fact, there seems have been three different floorboards used because the May 1941 Ford/Mercury Body Parts List shows three different floor mats with three different locations for the dimmer switch. The early cars had the dimmer switch located 7" from

the front of the floor mat and used floor mat Part #11A-7013000. These mats are not reproduced.



The badly used and abused front floor mat in the green Woodie. It's easy to see that it's well below the clutch pedal arm and about 7" from the front of the floor mat.

I'll replace that floor mat before I put my green Woodie back on the road but I'll still have to modify it before I can put it in place.



Here's the dimmer switch in the black Woodie up beside the clutch pedal arm about 5 1/2" from the front of the floor mat.

Here's what I haven't completely figured out yet. In the October 1940 Parts List there was only one floorboard and one floor mat listed, as I mentioned above. That makes sense to me based on the stunningly informative presentation Dave Gunnarson and I did in February 2017 titled *Ford Part Numbers, Catalogs and Manuals*. In that presentation we posited that the first modification (running change) to a part would carry the same basic part number but would have "-B" as the suffix. The August 1941 Parts List shows the only floorboard available as 11A-

701115-C – seemingly the 2nd modification to the original 11A-701115 – but there is no listing for the original or B versions. The August 1941 Parts List now lists the correct floor mat for the early car as 11A-7013000C. I would have thought it would have retained its original part number. There are two other floor mats listed: one with the dimmer switch hole 5³/₈” from the front of the floor mat (11A-7013000D) and another with the dimmer switch hole 5” from the front of the floor mat (11A-7013000E). I think the floorboard in the black Woodie (it’s not the original one, which succumbed to rust) is most likely the 11A-701115-C but the dimmer switch hole in the floor mat seems a bit off.

Since we’re down looking at the floor, here’s something else in that vicinity that changed during the model year and this time I actually know why. According to Service Letter #146 the length of the accelerator shaft to pedal rod was changed to 11A-9727. This was a shorter rod and reduced the angle of the accelerator pedal to increase the driver’s comfort. However, it appears that the new, shorter rod was never designated as 11A-9727-B; in my several Chassis Parts Lists I see only the original 11A-9727 listed.



The two versions of the 11A-9727 rod.

That’s all for now, folks, but there still plenty more to go before we end this saga.

A PERFECT DAY FOR A TOUR

The 49, 58, 64 Fall Flash Tour

By Mr. Torque

On a mid-November evening, noting that the following day was to be the perfect autumn drive-your-car day, calls were made to the Arlington County Touring Trio for a next-day flash tour. The 49, 58, 64 tour was composed of Bill Simons’ ’49 Ford Woodie,

Gay Harrington’s ’58 Edsel Pacer, and Bob Kuhn’s ’64 Chevy Malibu.

We met at Bill’s house at 10:30 a.m. and decided to re-create the same tour the three of us made last spring and drive down the beautiful GW Parkway to Mount Vernon and back. Again, we stopped at Fort Hunt Park for pictures to memorialize the occasion. Unlike last spring, this time the park was pretty deserted; however, as we were taking some pictures, an elderly lady and her son came over to admire our cars. She carried a walking stick, wore lace-up sneakers, and bounced right up to the front of our cars, asking how old each one was. That led to her asking us how old we thought she was. Not wanting to embarrass myself or her, we all demurred, but I was thinking early 80s, maybe. She then announced, and confirmed by her son, that she was 99! As I watched her stride away, I thought we should all be so fortunate.



GIVING THANKS

Giving THANKS for our NVRG Members

By Gay Harrington, NVRG Membership Chair

2020’s been quite a year, hasn’t it? So many unexpected twists and turns for everyone to navigate. So, I was as joyful as a kid when the NVRG Board of Directors decided to extend each 2020 NVRG member’s annual dues through 2021 and also send everyone a free NVRG 2021 calendar – a good “unexpected” for a change. Jim McDaniel and Cliff Green do a fantastic job with the calendar every year, and their tribute to Don Lombard is very special, indeed. Happiness can be as simple as knowing that every NVRG member/family got a good surprise in the mail – and feeling, despite missing each other at meetings and events, we’d be momentarily very connected through this one gesture of unity.

While I appreciate every new day, it’s been a struggle not having the freedom to move around freely and do the ordinary things we all rely on, and

perhaps have taken for granted. I miss simple things like getting a hair cut (200+ days and my hair is nearly as long as it was in high school – but, oh, what a mistake that “look” is on me *now*); grocery shopping without having to wear a mask, goggles, and gloves (only things missing are the scuba tank and flippers); getting eye rolls or hand signals for accidentally driving in the wrong direction on the newly formed “one-way” aisles (ladies, you’ll understand this: how can one possibly find a jar of sauerkraut while looking at markings on the floor?); and I really miss seeing my NVRG friends. Jumping into the ‘49 to join a conga line of Early Ford beauties heading to Stephens City in Virginia’s Shenandoah Valley and enjoying a drive-in movie and night away in a nice B&B seems like a distant dream right now. Thank goodness for a head full of fond memories *and* for the hope of vaccines coming our way in 2021!

In this season of holidays, even a pandemic cannot keep us from keeping a profound gratitude for our lives, our families, our friends, our pets, and all the goodness we have within and surrounding ourselves. I hope all our NVRG members share this sentiment. When I think of our now 128 NVRG Member/Families, I always feel very appreciative for having found this Club in early 2013. I continually see such fine, talented, interesting, and diverse folks, whether I’m looking here in the center of the Club’s activities or whether I’m scanning out to our other nine states with members, the District of Columbia, the United Kingdom, and even distant Australia. When I first joined the NVRG, all the gorgeous vehicles impressed me and the obvious care members took to find, preserve, drive, and show these to the public. A window into automotive history opened! I’m still impressed! But it didn’t take long for me to see beyond the cars to the depth of fondness and goodwill this Club has for members, their families, their common interests, their vehicle challenges, and their general needs. The members who seem to be the “women behind the men” are most often the “women beside their men,” which doubles the fun. I think these gals would be surprised at how much they’ve learned about the intricacies of Early Ford V-8s over the years (Jeopardy should run a category to test my theory)!

For 2021, please, *do not* send me any dues. You’re all set, and those who prepaid for 2021 have been extended an additional year. REQUEST: I hope you’ll consider taking a new photo(s) of yourselves

or your vehicles (or both) and send these to me either by email or, if computers aren’t your friends, U.S. mail (I’ll scan and return your photo if by mail). We are hoping to prepare an updated Members Handbook for 2021 (format unknown at this point, as we are still in the planning stages). Also, if you have any changes to make (home address, phone(s), email address, status of vehicles – new one(s) or sold one(s), please let me know so that our membership records are accurate. I’ll be sharing an updated membership list with all NVRG members by the end of February 2021.

Here’s wishing each and every one of you, your families, your friends, and even the strangers you meet a very happy, healthy, and safe holiday season. You’re the best of the best, so keep beaming your smiles and kindness into our world!

Note: Enjoy the photos that follow as you recall just a few of the fun times members have enjoyed.



2017: Good times without having to wear masks!
L to R: Clem Clement, Art Zimmerli, Wayne Chadderton, Hank DuBois, John Sweet, Jim McDaniel



2016 ENM: NVRG Award Winners
L to R: Frank Miller, Keith Randall, Jason Javaras, Dave Westrate, Bill Simons, Ken Burns, David Blum

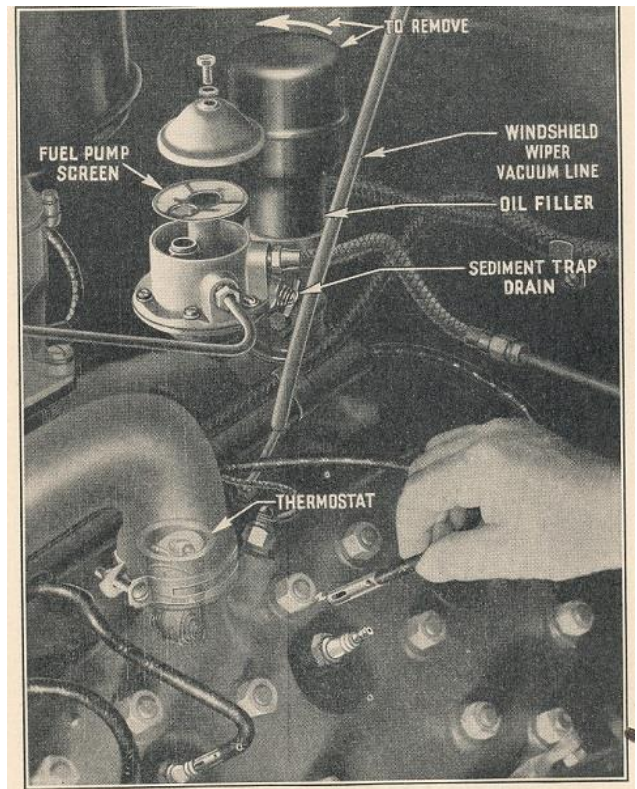


2016: Keith Randall, Hank DuBois, and Cliff Green lend their time and expertise to fix the writer's transmission.



2015: NVRG friends gather to admire Eric Zausner's collection.

Here's why. As we all know, air is an electrical insulator and, the more air, the greater its insulation properties. When the spark plug is fired outside the engine, it only has to overcome the insulation between the spark plug electrodes of a normal atmosphere with a density of about 15 psi. However, the air/fuel charge inside an engine near the top of the compression stroke is more like 100 psi, with the exact value depending upon the compression of the engine. That means the air/fuel charge within the engine and between the spark plug electrodes has an insulation value roughly seven times that of the air outside the engine (100 divided by 15 equals approximately 7). To mimic the conditions with the spark plug inside the engine when the spark plug is outside the engine, we have to increase the gap from the spark plug wire to the engine head by a factor of 7 to realistically test the engine spark. If the coil is weak or the condenser is defective, you could get a spark outside the engine that looks good when the spark plug wire gap is 1/8 in but it will not have enough voltage to fire a spark plug inside the engine.



Cliff Green comments that, while the tip comes out of the Tech Tip booklet, it's still revealing!

TECH TIP

TESTING SPARK

John Girman

Have you ever wondered why they say to test for spark by holding the spark plug wire 3/16 in. (or 0.1875 in) from the head or some other metallic part of the engine? After all, a typical spark plug gap is only 0.025 to 0.030 in. Why use a gap for testing that is six or more times larger?

IN MEMORIAM

Tribute to Norm Heathcote

Contributors: Bill Simons and Paula Ruby (of NCRG)

Norm had just turned 75. He and his wife Lisa lived in Owings Mills, MD, and had one son, Bradley, who, with wife Amy, made Norm grandfather to a beautiful little girl who is now four years old. Norm called her Yada and she was the love of his life. He beamed with pride at the mention of her name.

Norm had a strong part in NCRG 36's 2014 and 2016 meets. Norm was also a member of the Antique Automobile Club of America and did a National meet in Gettysburg, PA, in 2018, handling all the registration. He was also the Chief Judge with the Chesapeake Region of AACA and a huge fan of the Ford Foundation in Auburn. He was a gentle giant and will truly be missed.

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Norm seemed to have a passion for organizing and running national car meets and he had the skill set to make them all successful. When the NVRG assisted the NCRG with the 2014 and 2016 V-8 Club Eastern National Meets by running the "safety inspection" booth, Norm, the consummate organizer, was in high gear. When we arrived early to set up the inspection booth, Norm had taken care of every detail: drive-through location, tables, chairs, tent, windshield stickers, water, pens, checklists, umbrellas, and more. His planning made the inspections go smoothly. So, when the NVRG announced that we would host the 2017 Eastern National Meet, Norm was one of the first people to volunteer to help. His experience with the financial aspects of dealing with hotel contracts, room guarantees, food minimums, and the organization of the hotel lobby space was invaluable. Our planning committee was amazed when Norm would drive from Owings Mills to Fairfax during rush hour to attend our 6:00 planning meetings. That's commitment! We will miss you, Norm!



Norm at our 2017 ENM. Norm was at the Meet BBQ at Jim and Edna Cross' Jebraa Farm in Leesburg.

A GENEROUS DONATION, INDEED!

NVRG Member Bill Fox Donates His '34 Roadster to the EFV-8 Foundation Museum

The current issue of the Early Ford V-8 Foundation Museum newsletter features NVRG member Bill Fox and his wife Joann standing alongside the '34 Roadster Bill donated to the museum. According to Bill, "The 1934 Ford Roadster is the most beautiful car that Ford ever built." He adds, "I am very proud to have the Roadster on display in the Museum that I designed and love dearly." Bill is the architect who designed the facility.

The image below is copied from the Nov-Dec 2020 issue of the Foundation News. Bill, Joann, and the Roadster are also featured on the Foundation website at: [The Latest Museum News \(fordv8foundation.org\)](https://fordv8foundation.org).



TWO INCREDIBLE DONATIONS

One Runs Under It's Own Power and one Tailgates!

Bill Fox declares that, "The 1934 Ford Roadster, in my opinion, is the most beautiful car that Ford ever built." Bill and Joann Fox recently donated their beloved, stunning 1934 Roadster to the Museum. "I am very proud to have the Roadster on display in the Museum that I designed and love dearly." Bill is the architect who designed our magnificent facility. And now his '34 Ford Roadster goes a long way to making the Museum even more beautiful!



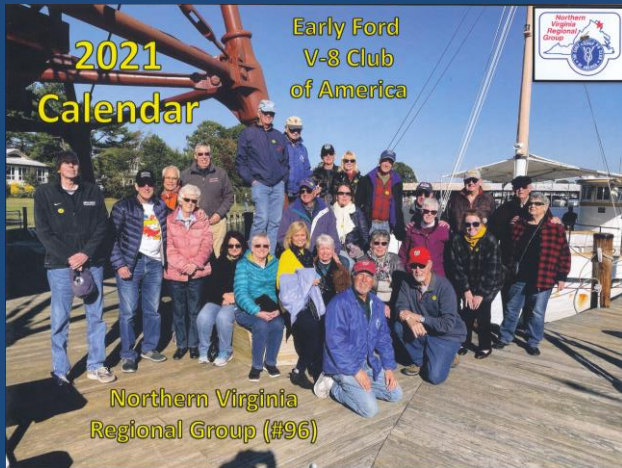
Bob and Judy Parmalee donated this "genuine" 1936 Mullins Red Cap Utility Trailer to the Museum. In fact, it "tailgated" them all the way from Texas behind their Ford F-150! Packed inside the Mullins were the last of Bob's published book, "Mullins Red Cap Utility Trailer", for us to sell. See them on the [FORD STORE](#) page.

They also donated many items to sell and tons of Mullins historical items to keep in our research library.

There's no utility trailer that looks better behind an Early Ford V-8 than a Mullins!



THE NVRG 2021 CALENDAR IS HERE!



Extra copies of the calendar are available at \$15 each plus \$2 postage for one, \$2.80 for two.

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

DECEMBER MEMBERSHIP MEETING

Virtual Event to Celebrate the Festive Holiday Season

This year we are trying something new. Since there will not be the traditional NVRG holiday party and dinner gathering, we will virtually sharing a holiday-themed event. Please join online in a Zoom meeting on December 8 at 7:30 pm by clicking on the following link:

<https://us02web.zoom.us/j/87892659376?pwd=S1JKZkR5WUtaS1h2RVZhMWpaNDFXZz09>

You should only need to click on this link (or copy and paste it into your browser search window) with an open internet connection. Additional meeting information – Meeting ID: 878 9265 9376, passcode: 374181, call-in phone number: 301-715-8592.

The meeting will start with John Ryan who will announce the NVRG officers and Board members for 2021 and provide some other comments and club business. There will not be a formal presentation but rather we will have a few holiday-themed games, music (hopefully), and other fun to help share the holiday festive spirit with your fellow flathead Ford friends.



May your holidays sparkle and shine!



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 (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 **18th** of each month. Photos are acceptable for ads and will be included as space permits.

VEHICLES FOR SALE

1942 U.S. Army WWII Ford Jeep: Ground-up restoration; thoroughly gone over by MDR (Classic Cars and Machines) in Leesburg, VA; 16,130 miles; garaged; VIN: 22912703; trailered to events and re-enactments; titled in VA; owned by friend of NVRG member; \$13,000; email Eric at ericvons1@verizon.net. (11/20)



1923 Ford Model-T Huckster: Parting out collection; museum-quality condition; asking \$17,000, email **Jim Chesley** at jchesley@aol.com. (11/20)



Three 1951 Fords: Two Victorias and one Tudor. These are project cars. \$4,500 for all three. Call **Andy Miller** at 540-659-3023 for more info. (08/20)

1935 Ford Tudor with deluxe grille: Upgraded with rebuilt flathead engine, new steering, starter, and clutch. Interior is original in fine shape with replacement floor mat. Car is in primer. Price reduced 12K. **Von Hardesty** at 540-885-0697. (08/20)





1930 Model A pickup project: West coast metal. Completely disassembled. No drive train, but has cab, frame, pickup bed, tailgate, fenders (best front fenders I have ever seen), hood, cab wood kit, wiring harness – and a new Maryland title. Lots of extra parts. Located in Gaithersburg, MD. \$4,900. **Jim Rodda**, 301-801-3534. (08/20)



1950 Ford Custom Deluxe Tudor Sedan: 46,687 original miles; same owner for 36 years; numerous Dearborn and AACA awards. Car located in VA; \$24,500 or best reasonable offer. Jeannette Hall, 540-424-9823 (07/20)



1936 Ford Model 68 Touring Sedan: Córdoba Tan exterior with poppy red pinstripes and wheels (Spyder hubcaps); Bedford cord interior; rebuilt engine (LB block) and transmission; Columbia rear end; hydraulic brakes; radial tires; seat belts; turn signals; and electronic ignition. For more information, email olcarfn@aol.com. (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. (08/19)



1930 Ford Model A Town Sedan: Offering a 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 and safety upgrades including turn signals and fuse mount. Asking \$26,900 OBO. Please call **George** at 703-969-1715 with 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. (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 taillight added (originally only had left taillight). 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. (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)







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


PARTS & ACCESSORIES FOR SALE

Four Unused Harbor Freight Wheel Dollies. 1000 lb. capacity, two sets of two. Brand new at half price. \$50. **Milford Sprecher**, 301-830-2198, milford.sprecher@gmail.com. See link: <https://www.harborfreight.com/1000-lb-capacity-vehicle-dollies-2-pc-61283.html>. (12/20)




1940 Ford Diecast Model, 1/25th scale. Can't afford a '40 or '41 Ford pickup? Buy this metal scale model instead for \$10. **Milford Sprecher**, 301-830-2198, milford.sprecher@gmail.com. (12/20)






KRW tools: I have several original, operable KRW tools – literally hundreds. I have put aside the tools I want and would like to sell the rest. Tools include front suspension, engine (lots of valve tools), rear axle, steering, brake (including cable adjusting tools), spring shackle stud tools, etc. Have several original KRW distributor testers, an original KRW valve machine, and an original KRW key machine. Also have hundreds of tools for '49-'53 Ford cars including tools by KRW, Manzel, and FoMoCo. I probably have what you need. Also have several large

truck tools from the '30s on, including several BB thru the '50s. And finally, Ford tools later than '53. I want to give NVRG first crack at them, then the National. This is not a business for me, just a hobby where I want to recoup some of my rather large investment. Too much to list individually. **Mel Herwald**, mherwald@mgwnet.com, 540-925-2222 or text 540-309-7721. (11/20)




MoToRs Auto Repair Manual: 739 pages covering domestic cars 1935-'50, with chapters devoted to all mechanicals. Very good condition, \$25. **Dave Henderson**, 703-938-8954. (11/20)



1951 Ford F-1 Panel Truck Parts: Two Speedometer Clusters (1) One NOS in original antique FoMoCo box, pristine and beautiful (I paid lots more in an eBay bidding war but I got it), \$150. (2) One used - clean (former eBay buy before I found the NOS one), \$45. // Set of panel truck running board braces for both sides, solid (probably rare), \$75. // Boxed set of F-1 hubcaps, used, have a few scratches and dings but serviceable, \$30. // Ford truck heater, bought from eBay, untested but looks good, I'll test motor if interested, \$50. // Ford truck radio, bought from restoration shop, fully rebuilt, tested with 6-V car battery ("lights up" but no antenna to test with a station), \$250 // All items available for pickup in Front Royal, VA, or can meet somewhere in Northern VA. Questions? Contact **Al Edwards**, call or text at 703-408-8372 or email at AlFromVA@aol.com. (10/20)



FOR RENT, Outside storage space for RV, car trailer, or boat-on-trailer @ \$150/mo. Location is Fairfax City area on a secluded property with an occupied residence on the premises. **Dave Henderson**, 703-938-8954. (10/20)



Used Shock Absorbers: I have used shock absorbers for sale; a mixture of '39 and '46 shocks, and 7 dog bones. All are clean and painted on the outside and function to some extent. What do you need? \$50 each. Contact Clem Clement at clem.clement@cox.net or 703-830-5597. (10/20)

Two 1951 F-1 truck speedometer clusters: One NOS in original FOMOCO box. Bought from eBay, \$150. One used in very good visual condition but untested. Also bought from eBay. \$45. **Allan Edwards**, 703-408-8372 or AlFromva@aol.com. (09/20)



Early V-8 hot air heater asbestos shield kit. Hose, non-asbestos replacement kit with clamps and forming "spring." (06H 18465) \$25 plus shipping. Contact Alan Whelihan, Vintage Auto Warehouse, 240-367-7530. (09/20)



Blast cabinet for sale: I bought this from Bob Helms's wife after he died. I think I gave her \$100 for it but I would take \$50 if you want to come pick it up. It probably needs a new set of gloves. If you buy it, I'll haul it out of the shed and clean it up. **Allan Edwards**, 703-408-8372, AlFromva@aol.com. (08/20)



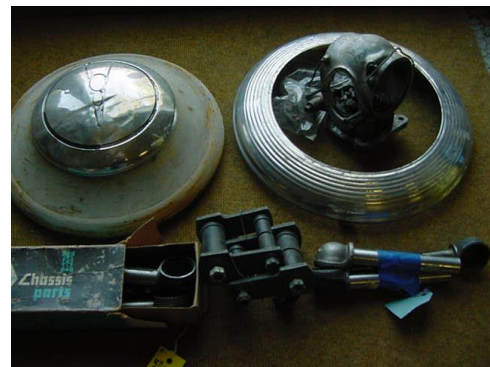
Complete gasket set for a Lincoln: 1961 through 1968 430 or 462 V-8 engine, comes with an extra valve cover gasket. I also have a rebuilt 12-volt generator, not sure what it fits but I'm willing to take offers on it. **Bennie Leonard** at 703-863-5817 or benshar100@gmail.com (08/20)



Spring Cleaning Sale (guaranteed "virus free"): 1949 Mercury chassis with engine and OD trans, \$695. // 1953 Merc engine, complete with auto trans, \$1,250. // 1941 NOS front fenders (top), pair \$650. // 1939-40 NOS running board, right side, \$795. // 1938 NOS fender, right front, for Standard, \$275. // 1938 radiator (nice, no leaks), \$225. // Early (1933-39) Lincoln-Zephyr trans, \$895. // Many 1935-36 parts. // Trades considered for Ford V-8, '60s MoPar, Nash Metropolitan. **Jim Crawford**, 301-752-0955. (06/20)



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.





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.



Still More Miscellaneous V-8 Parts (Ad 3 of 3): 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 or 703-938-8954. (05/20)

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. (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)

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, phone 703-830-5597. (02/20)



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. (11/19)



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)



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



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, cell: 571-212-7747. (3/18)



Three 24-stud Ford Script Heads, NOS, cast iron, best offer. **Leo Cummings**, 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**, handdubois@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. (07/16)



VEHICLES WANTED

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

PARTS & ACCESSORIES WANTED

Wanted: 1937 to 1939 temperature sending unit. This unit includes the tube that runs from the engine block through the firewall into the temperature gage in the instrument cluster. **Dave Westrate**, 703-620-9597. (12/20)



Wanted: Set of 1937 to 1948 Ford front hubs: Bearings and studs not required. Contact **Ed Mascali** at 703-893-6429. (10/20)



Wanted: 1932 Ford Radiator. Need decent top and bottom tanks. Don't care what core is like. Call **Nick** at 703-966-8422 or nta1153@verizon.net. (09/20)



Wanted: Air filter to fit '37 V-8 in usable condition. Call **Nick Arrington**: 703-966-6422. (7/20)



Wanted: Old junk flathead distributors for parts. **Cliff Green**, dcliftongreen@gmail.com. (06/20)



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 gcuster@rockingham.k12va.us.



Inside door handle for 1935 Ford Tudor sedan. Contact **Von Hardesty** at 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. (1/19)



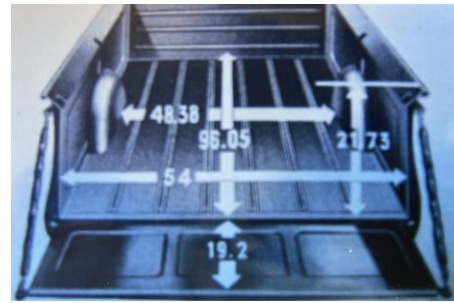
Model 81 Carburetors. Two Model 81 carbs suitable for rebuilding wanted. These were the carbs used on the 60 HP V-8s. **Nick Arrington**, 703-966-8422 or nta1153@verizon.net. (8/18)



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 Occoquan Rd., Woodbridge, VA 22191, 703-595-9834. (02/18)



1940 Ford Heater Switch for hot water heater. **Bill Chaney**, flihi@cabelfirst.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. (07/14)

PARTS & ACCESSORIES FREE

FREE! One 50' and one 10' air hose. **Cliff Green**, dcliftongreen@gmail.com. (11/20)



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, dogbaner@gmail.com. (05/18)



NVRG 2020 Calendar



December	
8	Virtual Membership Meeting – 7:30 pm – Via Zoom. Program: Holiday Seasons. Presenter: John Ryan and Membership.
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
29	NVRG Board of Directors Meeting – No meeting in December.
January	
12	Virtual Membership Meeting – 7:30 pm – Via Zoom. Program: Twin Cities Ford Assembly Plant – From Beginning to End. Presenter: Bruce Nelson.
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
26	NVRG Board of Directors Meeting – 7:30 pm – Via Zoom. All are welcome to attend.
February	
9	Virtual Membership Meeting – 7:30 pm – Via Zoom. Program: Russian Nuclear Submarines – Cold War Surprises. Presenter: Norman Polmar.
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
23	NVRG Board of Directors Meeting – 7:30 pm – Via Zoom. All are welcome to attend.

Access to Zoom Meetings

All virtual NVRG meetings will occur via Zoom. Each meeting will have a unique Zoom link to be able to join. Dave Gunnarson will send out 2 or 3 meeting reminders each month via the NVRG listserv. Each reminder will contain the link for the referenced meeting.

Down the Road



More fun club events

Valve Clatter Content Coordinators

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

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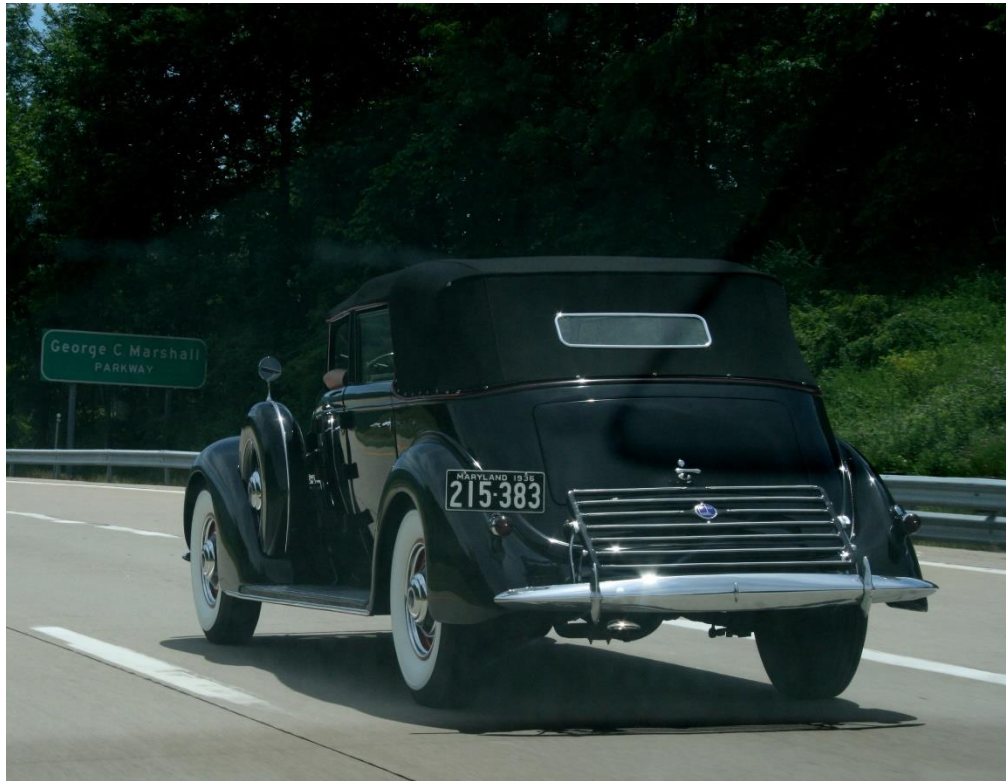
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Tony Muller
OWNER

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703-281-7506

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ptautoexperts@aol.com

NVRG Car of the Month
Rick Parker « 1936 Lincoln K Convertible Sedan



FIRST CLASS MAIL

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