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# Value Clatter

*Early Ford V-8 Club of America*



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

Volume XLIII, No. 1, January 2021

Editors: Nick Arrington & Stephanie Beavers

COVID-19 Issue #10: Holiday Edition

## VIRTUAL JOY TO OUR WORLD: DECEMBER 2020 MEETING AND HOLIDAY CELEBRATION

By Gay Harrington



Our December NVRG membership meeting was a successful and fun virtual experience. Several months ago, Dave Gunnarson was instrumental in establishing our NVRG Zoom account so that NVRG members could join together safely during these challenging COVID-restricted months. We'd had several meetings already, successfully using our new Zoom license. But using Zoom for our December holiday gathering on our usually-reserved-for-members-meeting-second-Tuesday-of-the-month was a new experience for us. As our president noted, it was another "pioneering adventure."

# Up Front with the President

## January 2021



### President's Message January 2021

Finally, 2020 is over!! While the next few months of 2021 may not be dramatically different, at least having 2020 in the rearview mirror feels like progress and instills a bit of hope. The past year brought us not only COVID-19 and the consequent economic crisis, but also widespread demonstrations, wildfires, and hurricanes on an unprecedented scale. Whew!

At the very least, in spite of all the challenges, I hope everyone had an enjoyable and safe holiday period.

Let's dwell on a better 2021. There are some positive developments in NVRG-land.

Ken Burns has been hard at work over the last few months to completely revise the NVRG website. The new site will be up in early January on a work-in-progress basis. The site will continue to be developed as more content, capability, and features are added in early 2021. Stay tuned for an email announcing that the new site is up and running.

Dave Gunnarson has lined up some very interesting programs for the first three membership meetings of 2021 as outlined in the list in this issue. The first meeting of the new year will be on Tuesday, January 12, at 7:30 PM, via our now-familiar meeting venue: your computer, tablet, or mobile device using Zoom. Our featured speaker will be our National EFV-8 Club President Bruce Nelson, and the topic is "Twin Cities Ford Assembly Plant – From the Beginning to the End." I look forward to virtually seeing you all there.

A few copies of our exceptional 2021 calendar are still available. If you want additional copies, they are available at \$17 each, including postage. Please contact Cliff Green.

Happy and safe new year and best V-8 wishes to everyone,

*John*

**zoom**  
Membership Meeting  
Tuesday, January 12, 7:30 pm

2021 NVRG Officers and Terms	2021 Directors and Terms	Committee Members
President – <a href="#">John Ryan</a> (2021 & 22)	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> (2021 & 22)	Tours Chair – <a href="#">Hank Dubois</a>
Secretary – <a href="#">Nick Arrington</a> (2021 & 22)	Webmaster – <a href="#">Ken Burns</a> (2020 & 21)	Property – <a href="#">David Skiles</a>
Treasurer – <a href="#">Bill Simons</a> (2020 & 21)	Sunshine – <a href="#">Keith Randall</a> (2021 & 22)	At-large – <a href="#">Jim LaBaugh</a>
	At-large – <a href="#">Jim McDaniel</a> (2020 & 21)	

## Meeting, cont'd.

A holiday party on Zoom looks a bit like the opening credits of the Brady Bunch, but once we were all gathered, we managed to share some club information, lots of laughs, and some varied memories of holidays past.



NVRG's "Brady Bunch" holiday gathering!

President John Ryan called the December members meeting to order a little past 7:30 PM (it was three hours earlier for NVRG members John and Patty Girman, who attended from their home in California). President Ryan thanked the Gunnarsons for putting the night together, and reminded everyone that Dave Gunnarson currently serves as the director of our monthly programs. John encouraged members to participate if they have ideas for future topics and speakers by contacting Dave. Our upcoming January 12, 2021, meeting will have Bruce Nelson, President of the National Early Ford V-8 Club, speaking to us about the history of the Twin Cities Ford Assembly Plant (Minneapolis and St. Paul, MN) from its beginning to its end. We are fortunate to have Bruce share his knowledge with us. Our NVRG program on February 9 will feature naval historian Norman Polmar, an internationally recognized author of more than 50 books. He will talk to us about the Cold War and USSR nuclear submarines. Mr. Polmar is an expert on warfare technology and cold war strategy. His presentation will be a unique and interesting experience for us.

NVRG tour director Hank Dubois reported that, due to the continuing restrictions during this COVID pandemic, he is introducing our first virtual garage tour. NVRG and Model A Club member James Kolody has a classic Model A Ford and is currently building a customized 1931 4-door Model A in his garage. The

garage is well stocked with tools and James does all his own work. James has agreed to take us on a virtual tour of his garage and his tell us about his '31 Ford project. This garage tour is expected to take place in January. Details will be published in the *Valve Clatter* so that all members can participate. Keith Randall, Sunshine Chair, shared that NVRG and Model A Club member Benny Leonard hopes to be home from a hospital visit at the end of this week. In typical Benny fashion, he says he's well enough to continue answering questions and dispensing advice upon request! Our thoughts and prayers go out to Benny and his wife Sharon for a speedy recovery.

After these general items, we were ready to have some FUN! Virtual host Dave Gunnarson introduced the holiday program, which included viewing numerous photos provided by member Cliff Green of past NVRG holiday parties (stories and comments were welcome); playing and self-scoring several holiday-themed puzzle games; and sharing some of our childhood Christmas memories.



Tonight's hosts Dave Gunnarson and his wife Sarah, celebrating with others in 2007 (see names on photo).

We enjoyed seeing Cliff's photos of NVRG members present and past and shared fond memories.



2009 attendees stepping out of GQ magazine.





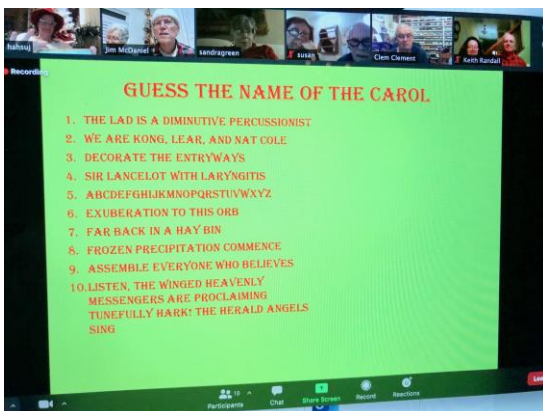
2010: Father, son, and friends (names on photo).

We relived the unveiling of the very first NVRG calendar in 2006. Jim McDaniel and Cliff have worked together to design, produce, and sell our NVRG calendars for fourteen years now! Calendar Man Jim (no, “Calendar Man” is *not* the male version of “Calendar Girl” – no worries, Char!) told us we’ve never had a duplicate vehicle from year-to-year. Each year features twelve previously unseen calendar vehicles.



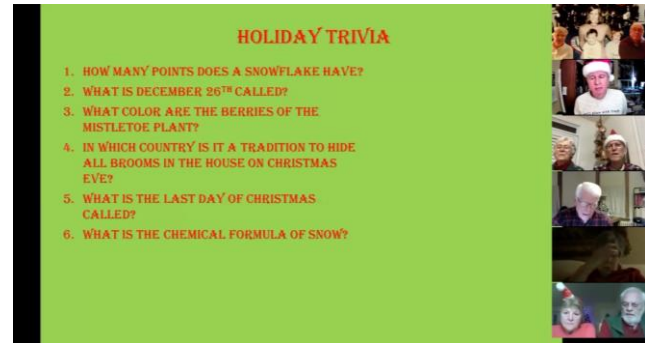
2006: Attendees (names on photo) enjoy the first NVRG calendar produced.

Our first holiday game challenge was naming holiday carols from clues provided.



The first of three holiday games.

The second game was a fill-in-the-blank challenge. The holiday trivia game proved to be the most difficult, requiring some knowledge of berries, brooms, and a chemical formula.



Games get more difficult...

If you didn’t make it to the party but want to play the games (and get the answers) or, if you did attend and want to do it all again, contact Dave Gunnarson, who kindly recorded the entire event for posterity.

We saw the “Tan Quartet” from 2007. This photo shows four of our NVRG finest dressed in their finest. While they aren’t actually a barbershop quartet, they certainly could pass for one in this photo (as long as we don’t ask them to sing). Seems they all saw the same memo: Wear tan-colored jackets and festive ties!



“Wear tan-colored jackets and festive ties!”

We shared stories previously unknown to us with our childhood memories of Christmas. These stories ranged from pure ecstasy – Ed Mascali’s sudden burst of joy: “1957. Lionel trains – best Christmas *EVER!*” to Bill Simons’ humorous recounting of his “dashed Christmas dream” at age 15 of *not* getting the keys to his grandfather’s coveted ‘35 Ford coupe under the tree. “It never happened. I’ve been wounded ever since.”



**2004 attendees (names on photo)**

Dave Gunnarson grew up in Concord, MA, where every Christmas was a white one and every Christmas Eve at 7:35 PM there was a sing-along in the public square. Christmas of 1964 started off the train stories (I've always said the NVRG has a very interesting and talented group of members who like planes, trains, and automobiles!). Dave's grandfather surprised him with a set of German-made Marklin New Haven railroad steam engine locomotives, a gift he's cherished all his life. In fact, Dave shared a 1964 photo of himself holding the trains and a 2020 photo that his wife Sarah took of him – holding the same trains! Dave believes he's always had a collector inside of him, and this set of vintage Marklin trains may be the first proof.



**Dave Gunnarson in 1964 with his new German Marklin trains sporting his "Chief Operator" cigar pen.**



**Dave Gunnarson in 2020 with the same Marklin train set.**

Leo Cummings and his brothers also loved trains, and their dad worked on the railroads for over forty years. Leo's favorite Christmas present was a Lionel three-unit diesel train with an automatic coupler! As Leo recounted, "We had to start a year ahead to put photos and hints around before Christmas for Dad to see. We'd leave things everywhere. Dreams really did come true in the 1950s."

Patty Girman told a marvelous story about her Christmas at age nine when Santa's reindeer were thumping on the rooftop. Her mom gave her a smile and a wink over the secret they shared – a secret Patty's four-year-old brother and six-year-old sister didn't know – that the thumping was her dad throwing snowballs!



**2004: Ladies in attendance (names on photo).**

John Ryan recalled growing up in McLean, VA, with sizeable winter snowfalls that haven't been seen for decades. He and his friends would go out sledding across a field that sloped down to a creek. They had to roll off the sled at just the right time to avoid ending up in the icy water! (They got pretty good at it).

Keith Randall's all-time favorite present came in 1955 when, despite his mom wanting a new electric dryer (which she did not get), he got a red 26" Schwinn Hornet bicycle. He was excited to dump the 20" girls bike he'd been riding – and getting teased about unmercifully. Seems Keith is still grateful to his mom for sacrificing her dryer for his red Hornet!



**Keith Randall's best Christmas surprise!**



Ken and Helen Burns were sitting in front of a lovely Christmas backdrop (courtesy of a Zoom function that lets you modify your background) that Ken explained to us. It was a photo of Helen and their two children in front of their Christmas tree in 1975. Ken isn't in the picture because he was on duty in the Philippines that year. In fact, Ken spent three Christmases away from his family (Philippines and Japan) and three Christmases stationed in Portugal with his family. Helen sports a big smile in the picture, but it had to be hard to be without her "Santa" for Christmas. Ken also shared a story of dressing in a Santa costume after a friend suggested he do so. The idea was that his friend would visit Ken's children (dressed as Santa) and Ken would visit his friend's son to check if he'd been naughty or nice and ask about how his room-cleaning was coming along. Ken was only able to say the friend's son was "making some progress," as he entered a room two minutes after the "cleaning" effort to find items stuffed under the bed and hanging out of drawers! Ah, the power of Santa's influence!



Helen Burns, 1975

When Jim McDaniel was 14 years old and growing up in Fort Myers, FL, his father gave him a 1957 Cushman motor scooter for Christmas. Back then, a kid could ride these licensed at age 14. As you might guess, Jim was more than excited and immediately went out for his first ride, which he described as "harrowing." The scooter had a centrifugal clutch. It could idle while in neutral. Giving it gas was an opposite process from a traditional motorcycle – you twisted your hands in the opposite direction. Jim had the bike idling but didn't realize he had the throttle fully open and, when he went to kick-start it, it took off! Jim took off running alongside the scooter, trying to get control of it, until he wrapped himself around a parking meter! The bike continued

on until it crashed. Jim's father was none too happy about the broken windshield, the broken headlight, and the damaged fender incurred on Jim's maiden voyage with his '57 Cushman. The good news was that Jim was only bruised and able to ride this bike for years without any further catastrophes.



Jim McDaniel in one of his many kilts sharing holiday cheer with other attendees (names on photo).

Gay Harrington's most memorable present was a life-size doll that was as big as her four-year-old self – Patti Playpal. She was petrified of the doll's inanimate stare, couldn't stop sobbing, and refused to be anywhere near it, in spite of Patti Playpal being the most popular doll of the year. The trips in the family '59 DeSoto station wagon from VA to CT to visit extended family were the happiest of Christmas times, as were the annual family trips to the Main Naval Base in Norfolk, VA, to see the Atlantic Fleet ships grandly lit with all their holiday decorations!

Clem Clement recalled a World War II Christmas memory from 1942 involving – you guessed it – TRAINS! Clem was the excited recipient of an O-gauge train set that year, but there were problems getting it to work. Not the least of challenges was that homes at the time were supposed to be in blackout mode and the air warden showed up to let Clem's dad know they were out of compliance. Seems the white sticky tape wasn't working on the windows. Clem was a young guy, despondent about having a cool train set that didn't work. The air warden ended up fixing the train for Clem and making a figure-8 layout. Clem was delighted to see his train moving around the track!

Among the evening's noteworthy decorative attire was Patty Girman's mini Santa hat, Dave Gunnarson's sweatshirt bearing the message "Still plays with trucks," and Gay Harrington's homemade radiator hose clamp earrings (Hank liked these. Beware of

surprise Christmas “jewelry,” Cindy!). Char and Jim McDaniel wore the Most Matched Couple outfit. Dave Westrate, wearing tie and jacket, would have received the best-dressed award, but we gave no prizes for any of this fun!

One of many moments that touched my heart occurred as we viewed the photos of past holidays. Leo Cummings revealed that he has collected every Ford decoration that Dave Gunnarson has ever made and he keeps these in his office because they’re so nice. These decorations enhance the many holiday floral centerpieces that Sarah Gunnarson has created over the years. Dave was noticeably surprised to hear of Leo’s collection, which is a reminder to us all that every good work we do and share may be more appreciated by others than we realize.



Oh, and, as a teaser to again entice you to contact Dave Gunnarson who can link you to the recording of this holiday meeting, if anyone out there is looking to view vintage World War II cardboard coins made in the USA, Clem Clement and Dave Gunnarson are the NRVG guys to see about this – they both have some! Clem also carries in his ‘39 Ford pickup some WWII ration books so, if you’ve only ever seen these in pictures and would like to see the real thing, Clem’s the man to call.

The evening ended with a delightful, unexpected treat of Jim McDaniel playing “Joy to the World” on his bagpipes.

A BIG THANKS goes out to Dave and Sarah Gunnarson for hosting our first-ever Zoom holiday meeting, with 32 members participating virtually!

Here’s hoping all our NVRG families had a joyous and peaceful holiday season. May you all enjoy a happy, healthy New Year!

## STILL MORE EARLY-LATE FORD DIFFERENCES

### Let’s Count a Few More Ways – Part IV

By Ken Burns

When I left you last month, we were crawling around on the driver’s side front floor of my Woodies. Let’s now get up and sit in the driver’s seat and see what else changed over the 1941 production year. Wow! Right in front of us is a big steering wheel with a huge, semicircular, shiny, chrome horn ring. Who would have guessed that both wheel and the horn ring would be changed during the model year? On top of that, you can’t even see the changes when everything’s assembled! If we take the horn rims off, the first thing we’d notice is that the steering wheel hubs are different. The early one doesn’t have the two threaded holes found on the later one.



The hub of the original steering wheel on my early Woodie – no holes.



The hub of the original steering wheel on my late Woodie has the holes.

Why did Ford find it necessary to modify the steering wheel hub and what are the holes for? The steering wheel hub on previous Ford cars was smaller in diameter than on the “big new ‘41s” and K.R. Wilson



made a wheel puller for these vehicles that had a padded, forked arm. Slip that beauty under the hub, give the stud a couple of turns and the wheel popped right off the tapered and keyed steering shaft.



The earlier padded, forked part of the K.R. Wilson tool wouldn't cradle the larger '41 hub because the flare at the top of the steering column tube was too wide. I've never seen a K.R. Wilson tool for the early '41 wheels, so I came up with a Rube Goldberg-type device by using a bunch of rags, a torque tube clam shell, and a 2-prong gear puller.

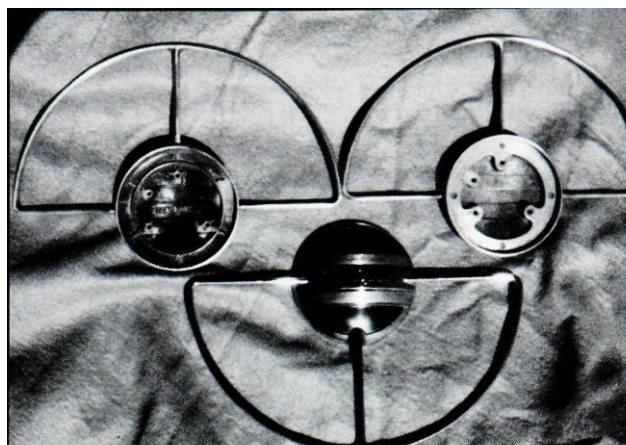


Swaddle the wheel hub with the rags, unbolt the clam shell and slip it around the hub, bolt the clam shell back together, put the puller threaded shaft against the steering shaft, grab the ears of clam shell with arms of the puller, screw the shaft to tighten the gear puller. With any luck the wheel will pop off.

On the late wheel you can use a simple 2-armed pulley puller. Screw the bolts into the holes, a couple of turns on the puller shaft and the wheel is off.



If you turn the horn ring over you'll find that has been changed also. Both of my rims are identical and neither originally came with the cars; both have been replaced with the later ring because the center bar at the bottom, from the hub to the ring, is notorious for breaking right where it attaches to the hub. However, if we go back to Dave Crawford's May/June 1991 *V-8 Times* article, he reports that he'd found two different versions, as follows. "Early horn ring, right, has solid bosses and no part number. Bosses on later ring, left, are relieved to improve castability and part no. 11A-3265B added."



What else do we see? Well, there are two different versions of rearview mirrors. The early cars used the '40 oval-style mirror that was mounted about half way down the center windshield divider; and the later cars used a larger, rectangular mirror mounted on the top of the inside windshield frame. When I bought the early Woodie, it had some non-Ford mirror screwed to the windshield frame. Again, let's look at Dave Crawford's Rouge early '41 convertible.



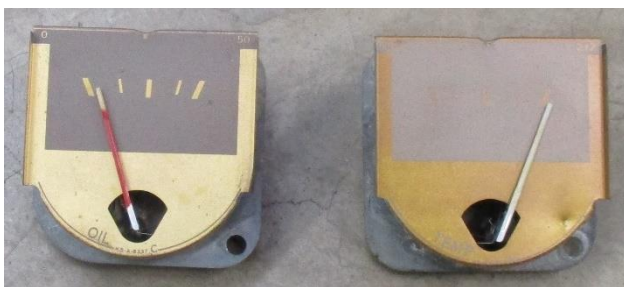


Dave Crawford's early '41 Convertible with '40-style mirror.



The 29<sup>th</sup> Million Ford, a late model 1941 Ford Super Deluxe Station Wagon, rolls off the assembly line on April 29, 1941. The late-style mirror is easy to see. That's Edsel Ford in the passenger's seat. The Woodie was donated to Detroit Red Cross Motor Corps.

Let's move on to something else: the needles (or pointers or hands) in the speedometer, engine instruments, and clock. The early cars came with red needles and the later cars had white needles. If you've ever driven an early '41 with the red needles, you know you can see the speedometer needle, but the ones on the engine instruments are really hard to see both day and night.



An early oil pressure gauge on the left and a faded late temperature gauge on the right.

Both gauges have actual numbers at the top but you can't see them when the gauge is installed in the instrument panel. The oil pressure range is from 0 to 50 PSI and the temperature gauge ranges up to 217°. I guess that explains why the only time my temperature gauge needle points to the middle of the gauge is when the engine is warming up.



The early instrument cluster with red needles. Also note large knobs.



The late instrument cluster has white needles and small dash knobs below.

The early and late clocks are visibly different two ways. We've already mentioned the red/white needles or, in this case, hands issue, but the winding mechanism is also different. The early clock's stem protrudes through the dashboard plastic trim and the late clock is wound from inside the glovebox – how convenient!



The early clock with red hands and the stem through the plastic dash trim.



The late clock with white hands and the stem inside the glovebox.

There's at least one more thing different in the dash area, but we'll cover that next month. I know you're looking forward to more '41 minutiae, right?

## IN MEMORIAM

### Remembering Dennis Carpenter

By Keith Randall

By now, club members may have heard of Dennis Carpenter's passing. Dennis was at home, surrounded by family on November 14, 2020, when he passed away. Dennis was born in 1938 and grew up on the family farm in Dover, MN.

When he was a teenager, he developed a love of old cars and even worked at a Ford dealership before serving in the US Army and Army Reserves. In 1968, a few years after moving to Charlotte, NC, he began the restoration of his 1940 Ford Convertible. It wasn't long before he discovered that many Ford parts simply weren't available. That led to his making dash knobs for his 1940 Ford in his living room. From there, Dennis went on to collecting many NOS parts and manufacturing many, many others.

The trusting relationship Dennis built with the Ford Motor Company allowed him to obtain former Ford Company machines and large tools that otherwise would have been scrapped. Ford recognized Dennis' dedication to the preservation of Ford cars and trucks and his attention to quality, and supported the Carpenter "Original Ford Tooling" program. Dennis became the first official Ford licensee for products made with the Ford name or logo on them. His company, Dennis Carpenter Ford Restoration Parts, recently celebrated its 50<sup>th</sup> year in business.

There are so many examples of Dennis' support of the Early Ford V-8 Club... The Early Ford V-8 Club has lost a true icon in the preservation of early Ford cars and trucks. We are indeed fortunate that Dennis' son Daniel has, since 2005, been the owner of

the company and continues his father's dedication of providing quality parts to the restoration community.

### My Dennis Carpenter Story

by Nick Arrington

Several years ago, I attended an auction in PA which featured a huge collection of Ford autos, trucks, and NOS parts. Ray Lambert also attended it with me and we both had a long list of items to bid on. I lusted over a clean a 50s F-3 truck. The crowd appeared to be all local "car guys" and we were excited, expecting to get what we needed at a reasonable cost when the sale began at 10 AM. That all changed when we saw the Dennis Carpenter hi-cube van pull up at 9:45 and Dennis register to bid. The auctioneer would offer a table of NOS parts by "choice" and Dennis would get the winning bid and "take 'em all times the money." All day long his number was called over and over again. Hey, who could complain? After all, he was in the parts business. He didn't have much use for the nice, used, sheet metal. He bought the cars and trucks that were mixed in random order with the other items. Raymond got some nice fender and running board pieces. Then the 50s F-3 truck I was drooling over came up. Off took the bidding and I ended up as the high bidder. I looked around and Dennis was nowhere to be found in the crowd. I hustled over to the cashier to settle up and head home. I saw Dennis enter the building and ask a ring man when the F-3 truck was coming up. The man informed Dennis that it had just sold. I heard Dennis say "Darn! I had to go outside use the Porta Potty." His full bladder made me much gladder. Some things just can't wait. Club member Tom Graham of Woodbridge now owns the truck, which has been featured in our calendar several times. Happy New Year to all.





## ONE MAN'S WISH

### Ford Connections to the Rescue

By Dave Gunnarson

Times now can seem depressing and lacking joy, but here's a true story of selfless helping which might raise your spirits.

Several months ago, a good friend of mine, Fred Koozer, called me and asked if I knew someone who might be able to help repair an old Ford Mustang. Fred knew I had an old Ford and was a member of a Ford club, so I was his best shot. Through his church, Fred had "adopted" Ralph Agavino, who was going through a battle with cancer and needed help with things around the house and getting to and from medical appointments. Ralph is a World War II veteran and his pride and joy is his 1965 Mustang GT Hardtop 289 ci V-8. It's Wimbledon White with Wire Wheel Covers, Cruise-o-matic, AM Radio, Rally Pack, Power Steering, and more. Ralph was the first owner, purchasing the car from Bill Loper Ford in Santa Monica, CA. Ralph still had all of the original sales paperwork and every repair receipt for the life of the car. It is completely original except for a paint job from the windshield forward.

When Fred called, Ralph was wanting to get the car back into tiptop condition, and the only issues were a power steering pump that was making a racket and a weeping radiator hose. Ralph needed help to make the repairs. I made a few calls and Rusty Rentsch willingly and enthusiastically came to the rescue. Rusty, Fred, and I met at Ralph's garage to see what we could do. Ralph introduced the car to us and explained that, in addition to all the options, it was an authentic factory GT. There sure can't be many one-owner Mustang GT owners around. He showed us the window sticker and bill of sale.

Rusty quickly determined that the power steering pump was leaking but didn't know why. He later returned with tools, removed the pump and determined that there was corrosion on the pump housing where the seal sits and the pump vanes were worn. He also figured that it was cheaper to purchase a replacement reconditioned unit which happened to exactly match the original. He returned again, installed the new pump and that problem was solved. Ralph kept the original pump and placed it in a box and stored it in the trunk because he wants to keep all of the original parts for this amazing car.

Fred changed one of the upper radiator hoses which had a small pinhole leak, and the car was ready to drive. Ralph was so happy the car was put back in correct running shape that he drove it to the church he and Fred attend so the church secretary could get a picture of it in the great outdoors.

Thanks to Rusty for diagnosing and fixing the pesky power steering pump and special thanks to Fred for bringing joy to a deserving veteran.

Sadly, Ralph subsequently succumbed to his illness. The car was passed to the son of Ralph's long-time partner, so it remains well cared for and hopefully to be enjoyed the same way Ralph enjoyed his time with it. It was a good feeling to be able to help a veteran who had served and helped protect our country. Thanks again to NVRG member Rusty Rentsch for his time and effort to make this happen.



Left to right: Rusty Rentsch, Fred Koozer, Ralph Agavino, and the 1964 Mustang in Ralph's garage.



Original window sticker.



	RETAIL PRICE
MUSTANG HARDTOP	\$ 2320 96
WIMBLEDON WHITE	
BASE 289 2V 8CYL ENGINE	105 63
CLOSED EMISSION SYSTEM	5 19
695X14 WSH	33 31
GT EQUIPMENT	165 03
289 4V V8 ENGINE	52 85
CRUISE O MATIC	185 39
INTERIOR DECOR GROUP	107 08
POWER STEERING	84 47
RADIO AM	57 51
DELUXE BELTS&TINT WSHLD	28 48
FULL LENGTH CONSOLE	50 41
VISIBILITY GROUP	35 83
RALLY PAC	69 30
WIRE WHEEL COVERS	44 83
WHEN APPLICABLE PRICES INCLUDE 7%FET	

Here's what options were included on the car and their cost. Note that it's only a \$52 upgrade for the 4-valve engine!!



Diagnosing the problem.



The all-original interior looked practically brand new.



Fred looks over the original papers for the car while Ralph explains.



Rusty (on the right) takes a good look while Fred (on the left) shines a light and Ralph (center) looks on.



The original wire wheel hubcaps were carefully and safely stored.



## NEW MEMBER WELCOME

### Welcome Back, James Kolody!

By Gay Harrington

NVRG Member Dave Gunnarson recently collaborated with a former NVRG member, James Kolody, who is a member of the Capitol Region Model A Club. This resulted in James becoming an NVRG member again. I contacted James to welcome him back, and received a nice note of thanks from him, as well as photos of his two Fords. One is a 1931 Ford Coupe; the other is a project he's working on currently—a 1931 slant window project car that James is doing some custom work on. Welcome back, James! We're glad to have your talent and good spirit back among us!



Rusty checks the power steering pump hoses from underneath.



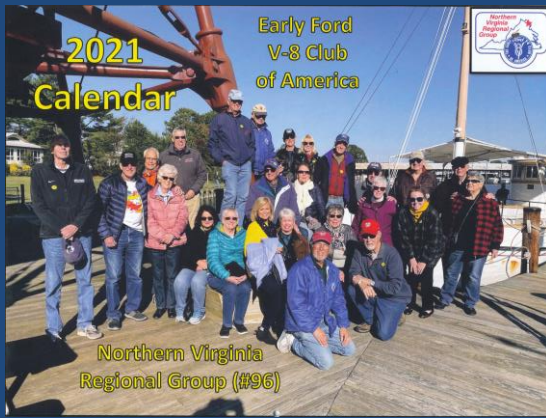
The engine compartment was nicely appointed and clean. The power steering pump looked fine on the outside, but worn bushings were allowing power steering fluid to leak out.



After the repairs, Ralph, along with Our Saviour Lutheran Church secretary, Yvette Pfeiffer, pose for a picture. Trust me, he's got a big grin under than mask.



## NVRG 2021 CALENDAR IS STILL AVAILABLE!



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

Make checks payable to NVRG and mail to:  
**Cliff Green**  
**6214 Militia Ct.**  
**Fairfax Station, VA 22039**

### JANUARY 2021 VIRTUAL MEMBERSHIP MEETING

We kick off the new year with a program “Twin Cities Ford Assembly Plant – From the Beginning to the End,” which will be given by Bruce Nelson, Early Ford V-8 Club National President. Bruce is a native of the St. Paul, MN, area and compiled a history of the Ford Assembly Plant. The Twin Cities Assembly Plant is a former Ford Motor Company manufacturing facility that operated from 1925 to 2011 and was located on the bluffs above the Mississippi River in the Highland Park neighborhood of St. Paul.

We will continue to host virtual membership meetings with Zoom. Please join us at 7:30 PM on January 12. The Zoom meeting link is: <https://us02web.zoom.us/j/84828481046?pwd=MitwWUISZW41aGUrcE-MyZUJObmFIUT09> – Meeting ID: 848 2848 1046; Passcode: 236593; Phone: 301-715-8592.



Ford's Twin Cities Assembly Plant.



Bruce Nelson (R) with Dennis Carpenter (L) at Hershey, October 2017.





**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

**1984 Mustang SVO:** 53,000 miles, new rebuilt (turbo) engine, nice body, \$6,500. Call **Mike Gall** (in PA), 814-619-8193. (01/21)



**1961 Ford Econoline Pickup:** Just finished body and paint, engine runs great, extra parts, \$12,000. Call **Mike Gall** (in PA), 814-619-8193. (01/21)



**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](mailto:ericvons1@verizon.net). (11/20)



**1923 Ford Model-T Huckster:** Parting out collection; museum-quality condition; asking \$17,000, email **Jim Chesley** at [jcchesley@aol.com](mailto:jcchesley@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)



**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](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:** 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](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 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](mailto:lukechaplin@comcast.net). (1/19)



**1933 Ford 2-door Sedan:** Has a 1936 engine (LB block) with aluminum heads and intake by Montrey 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**

**Misc. Tools For Sale:** Mechanics tools; machinists tools; carpenters tools. Call for specifics and prices, **Bill Selley**, 703-679-9462. (01/21)

**Misc. Items For Sale:** One pair Sears 3-ton jack stands; one 5-ton hyd. floor jack; one B&D 4½" angle grinder; one engine compression tester; two vacuum gauges; one pair 59AB head gaskets; one pair heavy-duty jumper cables; one heavy-duty table and vice; one Craftsman scroll saw; one 1½ hp shop vac (wet or dry); one mechanics creeper; one grease gun; one 6-12-volt battery charger; one battery tender. Call for prices, **Bill Selley**, 703-679-9462. (01/21)

**For 1948–52 Ford Truck:** Spare tire holder (under frame type, fits 16" rims); two 16" 5-lug, truck rims. All for \$225, call **Ray Lambert**, 705-595-9834. (01/21)

**1949–'50 Ford Custom Hood, Front Fenders, and Front Seat:** Hood is from a '50 but has the '49 cross support and usual rust around the front edges. Front fenders are in fair shape, no dents but need rust repair in usual places. Front seat comes from a '49. Asking \$150 for front seat, \$150 for the hood (without trim), and \$100 for each fender. Will accept offers. Please call or text **Rusty Rentsch** at 703-209-4359 or email at [James.rentsch@msn.com](mailto:James.rentsch@msn.com). (01/21)



**Maryland License Plate Sets:** Most years between 1926 and 1966. All original paint, varying conditions. Prices vary. Contact me for details. **Milford Sprecher**, [milford.sprecher@gmail.com](mailto:milford.sprecher@gmail.com) or 301-830-2198. (01/21)

**Six-piece Authentic Hand Tool Kit:** If Santa's list of stuff for you this year was a bit short, he could make it up by having you presented with a 6-piece authentic hand tool kit with a new pouch, assembled with correct tools corresponding to whatever year Early V-8 you have. \$75. **Dave Henderson**, 703 938 8954. (01/21)



**1951 Ford (8BA) Crossover Exhaust Manifold for Single Exhaust:** Very good condition. Removed when installed headers and dual exhaust. \$50 for all three pieces shown. **Jim McDaniel**, 202-409-4459 or [jim44mcd@gmail.com](mailto:jim44mcd@gmail.com).







**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](mailto:milford.sprecher@gmail.com). See link: <https://www.harborfreight.com/1000-lb-capacity-vehicle-dollies-2-pc-61283.html>. (12/20)

**SOLD**



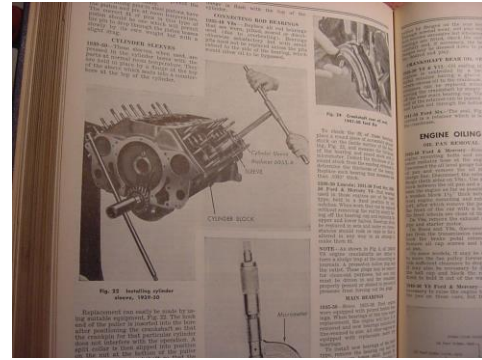
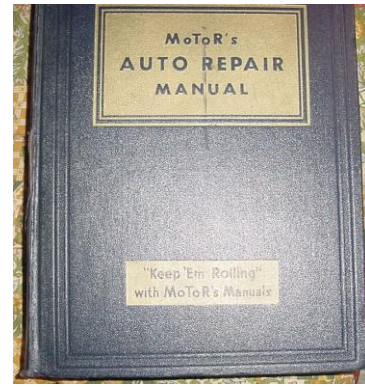
**1940 Ford Diecast Model, 1/25th scale.** Can't afford a '40 or '41 Ford pickup? Buy this metal scale model instead for \$10. **Milford Sprecher**, 301-830-2198, [milford.sprecher@gmail.com](mailto:milford.sprecher@gmail.com). (12/20)



**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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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)



**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)



**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)



**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)



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](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)

## **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: Inside Door Handles for 1932 Closed Car:** Original Ford, not reproduction. Contact **John Ryan** at [john@ryanweb.com](mailto:john@ryanweb.com) or 301-469-7328. (01/21)



**Wanted: Tie-rod for 1928-34 Ford:** Contact **John Ryan** at [john@ryanweb.com](mailto:john@ryanweb.com) or 301-469-7328. (01/21)



**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](mailto: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](mailto: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](mailto:gcuster@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)



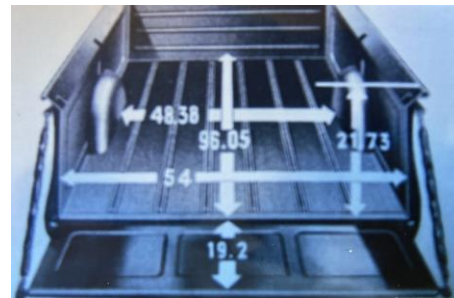
**Model 81 Carburetors.** Two Model 81 carbs suitable for rebuilding wanted. These were the carbs used on the 60 HP V-8s. **Nick Arrington,** 703-966-8422 or [nta1153@verizon.net](mailto:nta1153@verizon.net). (8/18)



**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! One 50' and one 10' air hose. Cliff Green,**  
[dcliftongreen@gmail.com](mailto: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](mailto:dogbaner@gmail.com). (05/18)

## FOR 2021, COME "ZOOM" WITH US!



One of the biggest benefits of NVRG membership is the chance to participate in monthly membership meetings to hear what's happening, enjoy interesting and thoughtful programs, and have a chance to interact with others. Until the COVID-19 pandemic passes, NVRG meetings are being held virtually.

If you've used Zoom and understand how it's set up, then this invitation is for you, even though you already know how to use Zoom. If you haven't jumped on Zoom yet to join your NVRG friends, please consider doing so as one of your 2021 New Year's resolutions! Think it's too complicated? Not at all!

- Q.** Do I need a Zoom account? Do I need a Zoom app? Does it cost anything?  
**A.** No, you do not need a Zoom account to join any NVRG Zoom event. Our club has a one-year Zoom account that allows NVRG members to participate for free. Yes, you must download the FREE Zoom app that is required to use Zoom. There is no cost to you for using Zoom with the NVRG – our club's license makes it free to NVRG members for club meetings/events.
- Q.** How do I start?  
**A.** It's not hard, but a picture is worth more than a description, so please go to YouTube and watch this short How-To video: <https://youtu.be/9isp3qPeQ0E>
- Q.** How do I know when the NVRG is having a Zoom meeting or Zoom event?  
**A.** Meetings and events are published in the monthly *Valve Clatter* newsletter. Also, in advance of the meeting/event, Dave Gunnarson sends all NVRG members an email notification with a link to the meeting/event.
- Q.** If I miss a meeting/event, can I see it afterwards?  
**A.** If Dave Gunnarson has recorded a meeting/event as it takes place, the answer is yes. You would have to email Dave to request he give you access, and he will add your email address to allow you access. For example, Dave recorded our 12-8-2020 NVRG holiday-themed meeting, so it is available for members who weren't able to attend that evening to view later, should they wish to do so.

Don't miss out on seeing your NVRG friends and hearing the interesting programs and events for 2021.

Gay Harrington, NVRG Membership Chair



# NVRG 2020 Calendar



January	
12	<b>Virtual Membership Meeting</b> – 7:30 PM – Via Zoom. Program: Twin Cities Ford Assembly Plant – From Beginning to End. Presenter: Bruce Nelson.
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
26	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.
February	
9	<b>Virtual Membership Meeting</b> – 7:30 PM – Via Zoom. Program: Russian Nuclear Submarines – Cold War Surprises. Presenter: Norman Polmar.
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
23	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.
March	
9	<b>Virtual Membership Meeting</b> – 7:30 PM – Via Zoom. Programs: Dad’s Woodie – A Restoration Odyssey and Building a Woodie from Scratch. Presenters: Norman Polmar and Dave Westrate, respectively.
18	<b>Valve Clatter Deadline</b> – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
30	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.

### Access to Zoom Meetings

All virtual NVRG meetings occur via Zoom. Each meeting has a unique Zoom link to be able to join. Dave Gunnarson sends out 2 or 3 meeting reminders each month via the NVRG listserv. Each reminder contains the link for the referenced meeting. **\*\*See page 24 to learn more about using Zoom.\*\***

### Down the Road



More fun club events

### 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>



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