



www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



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

Volume XLIII, No. 3, March 2021

Editors: Nick Arrington & Stephanie Beavers

COVID-19 Issue #12

SURPRISE!

U.S. and Western Intelligence and Warning Failures During the Cold War

Presented by Norman Polmar via Zoom, reported by Dave Gunnarson



While the February NVRG meeting presentation was on a topic far removed from Early Ford V-8s, it was technical, historic, revealing, and very interesting. Our guest speaker was Norman Polmar, who has been a consultant or advisor on naval issues to three U.S. Senators, the Speaker of the U.S. House of Representatives, and three Secretaries of the Navy, as well as to the Director of the Los Alamos National Laboratory and the leadership of the U.S., Australian, Chinese, and Israeli navies. Norman has written or coauthored more than 50 published books. In his early career, he was a consultant to the Director of Naval Intelligence and he has visited the Soviet Union and Russia ten times. Norman's presentation provided some of his unique perspective on how the United States was constantly surprised by the Soviet Union and Russia during the Cold War and how wrong many of our assumptions proved to be.

Up Front with the President

March 2021



President's Message March 2021

The recent cold and icy weather combined with the COVID-19 stay-at-home restrictions would seem to provide an opportunity to make significant progress on our restoration projects. I'd like to see some VC articles on how members have avoided cabin fever by working on their projects.

All members should have very recently received an email notice about changes to the NVRG bylaws. The proposed amendments must be formally adopted by NVRG members to become effective. The procedure for adoption is outlined in a notice in this issue.

Most of the bylaws changes relate to the operation of the Board of Directors, but a few changes are more broadly impactful. However, our day-to-day operations are largely unaffected by the changes. The club will operate as usual.

Jim McDaniel has transitioned to a new email system for communicating among NVRG members. You will note the new system by the domain name nvrg@gaggle.email. Jim deserves a lot of credit for not only solving our recent email communication problems but also monitoring and maintaining this vital system on a continuous basis over the years. Thank you, Jim.

Thanks, also, to Hank DuBois for arranging our second virtual garage tour on February 27 to Nick Arrington's garage. Read all about it in an upcoming issue.

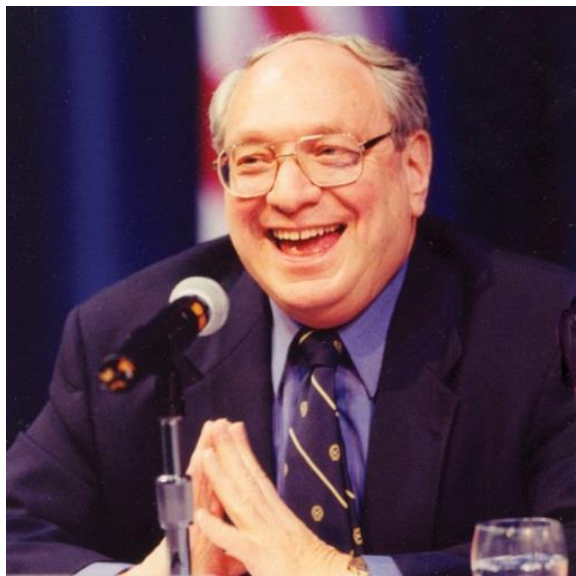
I encourage all members to join the next membership meeting on Tuesday March 9 at 7:30 PM. The program will be a double-header. Jim LaBaugh and Dave Westrate will tell us about how each of them brought their Woodie wagons from family heirloom or rough "survivor" to their current status. Zoom login information will be sent out by Dave Gunnarson in advance of the meeting. I look forward to seeing you there. I look forward to seeing you there.

Best early 2021 V-8 wishes,

John

zoom
Membership Meeting
Tuesday, March 9, 7:30 PM

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



Norman Polmar began his presentation with quotes from some people who had a good perspective on the Russians and the Soviet Union.

“With the Russians, I was always at some pains to stress, we were dealing with strategic and political brains of high caliber and cunning.”

– *Generalmajor Reinhard Gehlen, Foreign Army’s East (German) Intelligence on the Eastern Front during WWII*

“There are no experts on the Soviet Union; only varying degrees of ignorance.”

– *Charles (Chip) Bohlen, U.S. Ambassador to the Soviet Union, 1953-1957*

Norman first presented a list of operations where the U.S. and NATO got things wrong:

- North Korea Attack (1950)
- Chinese Intervention (1950)
- Berlin Tunnel (1950s)
- Soviet Invasions of Hungary (1956)
- Resistance to Bay of Pigs Invasion (1961)
- Nuclear Weapons in Cuba (1962)
- Soviet Troops in Cuba (1962)

As an example of the magnitude of these errors, he discussed the last two on the list.



Norman’s presentation was, by far, the most popular NVRG membership Zoom meeting with over 50 participants.

The U.S. knew the number of Soviet missiles and aircraft in Cuba in 1962 from detailed aerial reconnaissance. Secretary of Defense Robert McNamara said, in 1963, that no nuclear weapon warheads had been landed. In fact, there were 128 nuclear warheads plus 6 nuclear aircraft bombs in Cuba, and 24 more warheads in a ship anchored off-shore. The U.S. also estimated that there were about 8,000 Russian troops in Cuba at that time, but we now know they had 40,000 troops in Cuba! Wow, we got that wrong!

According to Norman, the U.S. Navy’s primary tasks were to provide nuclear strike capability from sea and to protect Atlantic shipping routes. Turns out, the Soviets never had a “Third Battle of the Atlantic” in any of their war plans. We could have saved a bunch of money and effort had we known.

Another area where the U.S. didn’t really have an understanding was how the Soviets mined the ocean at critical areas. Mines cost several minesweepers in the 1950s during the Korean war, a U.S. frigate was severely damaged by a mine in the Persian Gulf 1980s tanker war and a U.S. Aegis cruiser and helicopter carrier were severely damaged by mines.

On the intelligence front, the Soviets successfully and severely penetrated our intelligence agencies. Norman presented a long list of well-placed and publicly acknowledged spies who gave the Soviet loads of classified information. Norman's favorite person on this list is Army Sergeant Jack Dunlap, driver for the head of NSA. Periodically, the director, after a meeting, would hand Dunlap his briefcase and ask that it be put in the office safe. Dunlap went to dinner first, then the Russians opened the room when he was gone, copied the contents, and then, after dinner, he put the briefcase in the safe.

The Soviets were also very successful in penetrating our classified communications. During the war in Vietnam, Norman estimated that more than two dozen crypto machines were captured and the Soviets also gained significant communications technology and capabilities with the capture of the USS Pueblo.

Technologically, the Soviets certainly had a few surprises. Based on the intelligence gathered, the U.S. assumed the earliest the Russians could possibly have a nuclear weapon was 1951, with 1953 more likely, or possibly 1955. They detonated their first in 1949 – two to six years before we thought they might be able to do so.

A review of the U.S. National Intelligence Estimates (NIE) for the 1960s and 1970s "found that, without a single exception, the United States had consistently underestimated the development and deployment of Soviet strategic forces... in a substantial number of cases – better than 75% – the actual soviet deployments had exceeded the high estimates."

– Major General George J. Keegan, USAF (Ret.), former Assistant C/S Intelligence, U.S. Air Force

In other words, when we were counting missiles and bombers, we continually got it wrong.

Norman's particular interest is in two twentieth-century naval weapons: submarines and aircraft carriers.

The U.S. assumed the Soviets would not be able to build a nuclear power submarine as powerful as the U.S.-built models. The Nautilus power plant was 12,500 shaft horse power. The Soviet's first nuclear submarine had a power plant with 35,000 shaft horse power – almost three times as powerful! Oops! Got that wrong!

The Soviet subs were also much faster. Horsepower, coupled with design, gave the Soviet subs an advantage and gave the Soviets the fastest submarine ever recorded at almost 45 knots. The fastest U.S. submarine is about 35 knots. The Soviets are also building a new generation submarine, the Severodvinsk. Who knows how fast it will be??

The U.S. decided that building a submarine out of titanium was too difficult. The Soviets pressed on regardless and developed and constructed titanium-hulled submarines in the 1970s and 1980s. The result was a submarine with 25% weight savings, 10% speed increase, significant reduction in magnetic field, and lower operating costs because of less corrosion. They stopped making subs using titanium because they can now get the depth they want using steel. Norman mentioned that he is now allowed to say that U.S. submarines have a maximum depth of 1,300 feet. The Soviets have been operating submarines at up to 3,300 feet below the surface.



The Severodvinsk under construction. Maximum operating depth unknown.

Soviet submarines look different for a reason. They have incorporated hydrodynamics into their submarine designs, as exemplified by the Alfa-class subs. They remind me of an Orca whale. The advantages are an increased speed, acoustic quieting, and non-acoustic quieting.



Norman made an interesting point when he observed that the Soviets spend more time and money on crew survivability than we do. They include an escape chamber on every submarine capable of holding and evacuating the entire crew in the event of an emergency. The U.S. does not have this capability. In addition, the Soviet subs have a double hull, more compartmentalization (6–8 compartments versus 2–3 for U.S. subs), and a large buoyancy reserve (35%–40%), while U.S. subs have around 10%. All of these features increase crew survivability.



Escape pod being fitted to a submarine.

Another difference is that the Soviets use double hull construction. The U.S. decided against it because of disadvantages such as maintenance, reduced speed, and increased cost. The advantages include having more layers to apply coatings, increased hydrodynamic shaping, and easier stowage

of Special Forces equipment and increased reserve buoyancy. With a double hull, the Soviets can shape the exterior to their advantage, generally free of the constraints of the submarine components.

Submarine weapons are another area where the Soviets have shown innovation. They have wake-homing torpedoes, rocket and high speed torpedoes, tactical anti-ship ballistic missiles and many others. Their ballistic missiles go farther than ours. They have even tested missiles from dock. They invented underwater-launched cruise missiles and they got nuclear torpedoes about the same time we did.



VA-111 Shkval underwater rocket – the world's fastest at 180 knots (200 mph).

The U.S. has had the quietest submarines for a long time. Since the noise a submarine makes is currently the easiest way to detect them, this has been a U.S. submarine advantage. However, they are working hard on acoustic quieting. In 1995, according to Admiral J.M. Boorda, Chief of Naval Operations, "This is the first time since we put the USS Nautilus to sea [that] the Russians have a submarine at sea quieter than ours. As you know, quieting is everything in submarine warfare."

As submarines become quieter, the Russians have focused on non-acoustic detection methods. Non-acoustic submarine detection focuses on changes in ocean temperature, turbulence, biological effect such as bioluminescence, infrared signature, magnetic anomalies, electromagnetic and vibration disturbances, ambient radioactivity distribution, Even aerosols released above the ocean surface from a sub 100 feet deep, and surface scars. Many of these detection methods have been proved in university research studies. While U.S. computers and sensors are better, they are stressing non-acoustic detection.

Why did we have such failures in intelligence? Norman speculated that the Navy culture might be “If we don’t do it, it’s not worth doing.” But the Soviets were doing things we weren’t. This could lead to a great deal of difficulty accepting new concepts. Also, their intelligence agencies were far better than ours at getting information and they were darned good sub designers. Their ongoing submarine design bureaus keep fresh ideas.

The U.S. has a very small sub design group in the Navy; however, the Russians have two submarine design bureaus with thousands of people continually designing new subs and experimenting with new concepts. While they don’t build all the subs they design, they keep formulating new ideas for next-generation and future subs. The U.S. approach is to decide to build a new sub using the small staff and add designers from the shipyards and other staff. The Alfa submarine was an enormous surprise to the U.S. and other military experts.



The Alfa-class revolutionary submarine.

The Alfa was a “major departure from conservative approach... quantum leap in submarine technology... incorporation of several high-risk functions...” – *Gerhardt Thamm, ex-Navintel, DIA analysis*

Is there another Alfa surprise in the offing?

Norman’s view of the Russian defense program priorities are to concentrate on strategic systems (ICBMs/SLBMs), submarines, and tactical aviation. The Soviet Union “closed down” in 1991, but the Rubin and Malachite submarine design bureaus did not cease to work, submarine research institutes continued working, SSGN Severodvinsk started in 1993, and another new sub design is underway. Watch out for more surprises!



The world’s largest submarine, the Typhoon, a double submarine with missile compartments between them, is a product of the Soviet submarine design process.

THE SUB THEME CONTINUES

Subs and Me

By Ken Burns

Most of you know that I was a Navy helicopter pilot and some of you know that the first squadron I was assigned to (HS-6) flew Combat Search and Rescue missions during the Vietnam War. What you probably don’t know is that HS-6 stands for Helicopter Anti-Submarine Squadron Six and its primary mission was Anti-Submarine Warfare (ASW). All of this to say that I found Norman Polmar’s Zoom presentation on Soviet-era nuclear submarines interesting and chilling. During my naval career, I flew two different types of Anti-Submarine Warfare helicopters and had a tour aboard an ASW aircraft carrier where I worked in what was then called the Combat Information Center – literally a fusion center for all ASW operations.

Here’s the 1000-foot view of the background for Norman Polmar’s presentation. In very general and broad terms, during WWII, the US Navy’s fight in the Pacific was a carrier-against-carrier air battle. Japanese submarines were a threat and managed to inflict some major [losses](#) on US Naval forces. US Navy Pacific submarines inflicted devastating [losses](#) on Japanese Naval forces and merchant shipping. In the Atlantic, the Navy’s broad fight was to [neutralize](#) the Nazi submarine threat and protect the convoys of war material and troops heading to Europe. As the war progressed, the USN Navy built small, specially

designed [ASW aircraft carriers](#) to cover the mid-Atlantic Ocean beyond the reach of land-based ASW aircraft.



The USS Guadalcanal (CVE-60) was an ASW carrier in the Atlantic during WWII and is famous for capturing the Nazi submarine U505. The U505 is on display in Chicago's Museum of Science and Industry.

After the US and Allied victory in WWII, the United States quickly reduced the size of its military, including the Navy's ASW forces. The Navy never completely disbanded its land- or carrier-based ASW forces, but they were greatly reduced in strength and significance.

As a result of growing threat of Soviet submarines early in the Cold War, the US Navy began reconstituting its ASW forces. Helicopters were now routinely operating from aircraft carriers along with fixed wing aircraft. In the mid-1950s, the Navy began equipping helicopters with sonar equipment that could be lowered into the ocean to detect submarines. The Navy created eight helicopter squadrons with the specific mission of Anti-Submarine Warfare and refitted eight WWII vintage carriers (four for the Atlantic and four for the Pacific Oceans) specifically to operate ASW helos and fixed-wing ASW aircraft. By the mid-1960s, when I joined HS-6, the Navy was operating its first ASW helicopter, the SH-3A, designed and built specifically for all-weather, day or night ASW operations, allowing it to automatically (allegedly) fly into a stable 40-foot hover over the water and lower its sonar transducer.

HS-6 had a normal complement of 16 SH-3A helos assigned for ASW and we picked up an additional four modified SH-3As for Combat Search and Rescue when we arrived on Yankee Station off the coast of Vietnam. All you are familiar with the H-3 – you saw it during the early days of the space program picking up astronauts and you see it on the news here in NOVA when the VH-3 version carries

the president. Some of you also saw the minesweeping version, RH-3, during the 2019 Fall Tour to Patuxent Naval Air Museum.



A flight of SH-3As from HS-6 with the ASW carrier USS Kearsarge (CVS-33) in the background.

When I flew the SH-3A, its primary sensor for finding submarines was the dipping sonar which was reeled out when the helo was in a 40-foot hover over the water. Of course, there was also the good old Mk-1 eyeball that had always been used in Naval warfare.



To transit more quickly between "dips" the SH-3A flew with the sonar transducer partially deployed.

The second ASW helo I flew was the SH-2F. It was about two-thirds the size of the SH-3 and deployed aboard destroyers and frigates. Its sensors included radar, sonobuoy receiver and data link antenna back to the ship, and a magnetic anomaly detector for sensing disturbances in the earth's magnetic field caused by submarines.



This is the SH-2F that I flew exclusively for a year when I was Officer-in-Charge of a helo detachment on a Knox class frigate like the one pictured here.

Both of these helos were designed in the early 1950s and first took flight in the mid to late 1950s. They were state-of-the-art machines at the time they became operational but became obsolescent and then obsolete by the late 1990s as the Soviet submarine evolved. Think of what Ford and other automobile manufacturers were designing immediately after the Flathead era and you'll get an idea of what was considered state of the art – vacuum tubes and a few transistors. Everybody should be thankful that the world never needed to find out if the USN ASW forces could have prevailed against the Soviet submarine force.

MORE IN THE EARLY-LATE SERIES

I'm Still Counting – Part V

By Ken Burns

I bet everyone missed reading about the scintillating and arcane differences between my early and late '41 Woodies last month. Well, I'm back this month. You'll be happy to learn that after you finish reading this article I'm almost finished cataloging the differences in my early and late '41 Woodies. Today we'll only look at the dashboard trim and the steering arm/tie rod/tie rod ends/spindle changes. I'm saving the changes in the wood body for a future issue. I bet that enthuses you!

The dash trim I'm talking about is the tan plastic piece that runs nearly the entire width of the dashboard. I have to admit right up front that my early Woodie doesn't have the early trim. It was made with Henry's soy plastic and never stood the test of time. The early trim had never been reproduced to

the best of my knowledge. Here's an early Ford publicity shot of early dash trim.



Note that the dash trim is a single piece stretching entirely across the dash. Also note that the vertical piece of chrome trim on the radio speaker grille stops when it reaches the plastic trim.



This is an early '41 dash with one piece trim. It's in a very original Deluxe Coupe that the late Bill Clatterbaugh owned.

I've never seen an early '41 Super Deluxe with this one-piece trim; however, I did see a pot metal one-piece trim for a '41 Deluxe or '41 Special for sale on eBay. I don't know if the early one-piece trims were made out of plastic or pot metal.



This would be early trim for the Deluxe and Special cars because there's no opening for the clock. I'm guessing if the customer had the dealer install a radio in either of these models, the dealer might also install the radio speaker vertical chrome strip which would account for the little notch in the bottom of the dash trim.

The more commonly seen trim, which is reproduced, is two pieces that are split down the middle.



This is the original trim in my late '41 Woodie. Although the Woodie had nearly been destroyed when water leaked through the roof of the shed where it had been stored, the original dash trim and all but one original dash knobs survived and are now in the car. You'll notice that the vertical chrome strip now extends from the bottom of the radio speaker grille to the top of the plastic dash trim so it covers the split.



In the image above, the trim piece on the left would be used to cover the split in a Deluxe or Special two-piece dash trim. The piece on the right is the radio speaker trim for the early Super Deluxe with the one-piece dash trim.

Now that you know more about the dash trim than you ever care to, we'll move on to the steering arm/drag link/tie rod and tie rod ends/spindle changes. In early '41, Ford was still using the same straight drag link it introduced in 1937. For some reason, the early '41s experienced handling problems. I'm guessing it might have been caused because the '41 body was approximately 5" wider

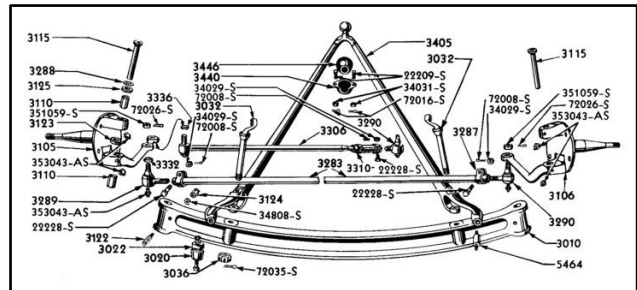
than the '37 to '40 bodies, but the track width remained the same at 55 3/4".

SERVICE LETTER #150

March 21, 1941

In cases where the above suggestion does not correct the complaint, our Production Department have available upon special request a very limited number of new design steering gear arms 11A-3590-C, drag links 11A-3306-D, right hand spindles 11A-3105 and spindle connecting rod and drag link ends RH and LH 11A-3289-B and 11A-3290-B. The installation of these parts will improve the steering provided the spindle bolts and bushings are not at fault. When installing these parts, the steering gear arm, drag link and adjustable end and right hand spindle will have to be replaced, but on the spindle connecting rod it will only be necessary to change the ends.

So, what does all this look like? The two images below show the changes.



The early steering with the drag link (#3306) mounting to the right spindle from the bottom. The tie rod (#3283) also mounts to the spindles from the bottom.



The early drag attaches to the steering arm with the adjustment end on the left side. You make adjustments here in order to have the steering wheel level with the front wheels pointed straight ahead.



This is the spindle connecting rod (aka tie rod). Tie rod ends attach to the spindles from the bottom side as shown below. One end has right-handed threads and the other end has left-handed threads. You adjust toe-in by loosening the clamps on both ends and turning the tie rod.

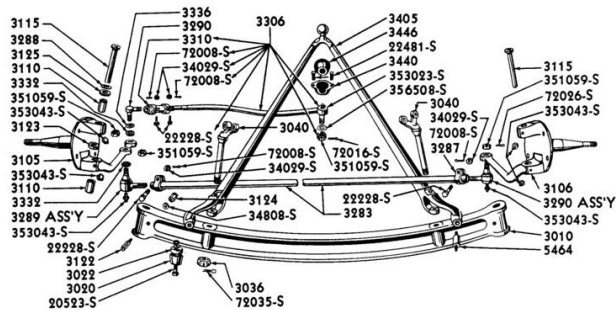


The pictures above and below show what the early car part look like when installed.



The drag link end attached to the bottom side of the steering arm on my early car.

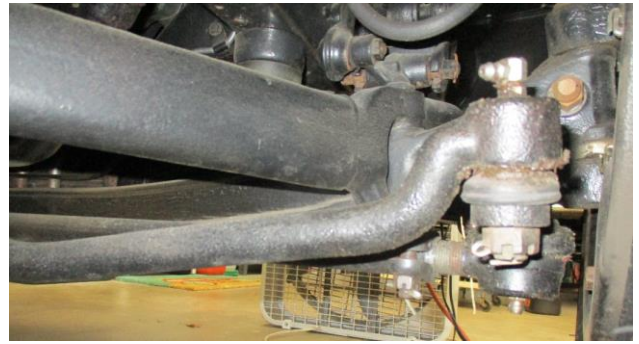
Let's move on to the late steering set up.



The late steering with the drag link (#3306) mounting to the right spindle from the top. The tie rod (#3283) still mounts to the spindles from the bottom.



A late drag link shown as it would be when installed in a late car.



The late drag link mounts on top of the replacement late right spindle.



Another view of the late drag link from the right side of the late car.



This view from the left side of the late car shows the drag link mounted on top of the replacement late steering arm.

That's it for changes made to common elements of early and late '41 passenger cars. In the future, we'll look at the running changes Ford made in the wooden bodies of the station wagons.

WELCOME!

Welcoming Two New Members for 2021

By Gay Harrington, Membership Chair

Even the continuing pandemic cannot keep good folks away from the NVRG! I'm happy to introduce two new members to our NVRG family. WELCOME! Keith Randall and Ken Burns put on their masks and went to a local car meet a couple of months ago where they met and spoke (at an appropriate distance) to a fellow Early Ford V-8 enthusiast, Chris Cordes. Chris Cordes and Sharlene Donovan of Alexandria, VA, subsequently joined our NVRG. Chris owns a 1950 Ford F1 Pickup Truck.



Here, in his own words, is some background on Chris' truck, history that I'm sure will be of interest.

I've had the truck since 1978 when I bought it from a farmer in Selma, Texas, just outside of San Antonio. It is the truck I drove in high school. I've managed to keep the truck running through a military career, where I had to keep it in storage a few times. The truck is a 1950 and when I bought it, it was still nearly original with the exception of the color. The truck should be black but it was a similar maroon color as it is today. The motor was the flathead inline 6 but, after years of trying to keep the truck running, I found it impossible to find parts for the flat-6. I asked Dan Short of PhantomWorks for help and he convinced me to retro-mod the truck with a period correct V-8 flathead. Dan is a friend I've known since my wife and he served together in the Army. The truck is featured in an episode of the reality show, PhantomWorks ("Flathead 'til I'm Dead"). The original engine is in long-term storage in Dan's garage, if anyone wanted to

restore it to the original engine. I'm not a purist, and driving the truck is my primary desire. Dan argued that parts for a V-8 are much easier to find, and I've been driving the truck incident free for almost 3 years now. I've converted the electrical system to 12-volt and replaced the pneumatic wiper motor with an electrical. Otherwise it looks fairly original.

Dave Gunnarson also introduced a fellow Ford truck guy to our NVRG, and Richard Kiser joined with his 1935 Ford 1 ½-Ton Pickup Truck that was originally part of his father's business. Richard lives in Grottoes, VA, and runs Fisher Auto Parts, Inc. (Office 540-885-8901, ext. 1085 and mobile phone 540-263-0609.)

On behalf of all our NVRG members, I'd like to extend a warm WELCOME to our newest NVRG members!



ANOTHER WINNING YEAR!

THE EARLY FORD V-8 CLUB OF AMERICA ANNUAL
NEWSLETTER COMPETITION UNITED STATES 2020

Third Place Award



"Valve Clatter"

Northern Virginia RG #96

Nick Arrington and Stephanie Beavers, Editors

The *Valve Clatter* once again takes [near] top honors in the annual national newsletter competition. Congratulations to all!

Remembering Frank Scheidt, RG #3

Frank Scheidt passed away January 12, 2021, with his family around him. He was a victim of COVID-19 and had spent more than two weeks on a ventilator before he passed away at only 76.

Frank’s love of early Ford V-8s was known by many of us in the hobby. He was always ready to answer questions or help others with their V-8s. He enjoyed doing research on and writing about V-8 Fords. You have probably read his articles in the *V8 Times* (“Parts is Parts – or Are They?”) and the *Early Ford V-8 Foundation* newsletter.

Also, Frank worked as an audio engineer at radio stations before starting his own recording studio, Frank Scheidt Audio Productions, in 1984. Utilizing his skills as an audio engineer, Frank was able to professionally transfer early Ford V-8 Sales & Service Filmstrips with audio narration to DVDs and made them available to the club.

Frank’s writing ability led him to being the editor of many Ford-related newsletters: *The Greyhound Express* (20+ years); the *Early Ford V-8 Foundation News*; the Henry Ford Heritage Association newsletter; the *Ford Tool Times*. And he was a contributing editor for the *V-8 Times*.

Frank’s passing is doubly sad because he recently finished correcting several glitches discovered in the '53 Ford Tudor he bought from the estate of our own club member Don Lombard. Frank and his wife Milly were looking forward to participating in club activities with the car.

The Early Ford V-8 Club has lost not only a tireless supporter of the club, but a wonderful, kind gentleman as well. He will be missed.



AMENDMENT OF THE NVRG BYLAWS

The Board of Directors is proposing to amend the NVRG bylaws. Member participation is essential for completing the amendment process. The board looks forward to your participation.

Amendment Process

- 1) The amendments will be presented to members at our next two Zoom membership meetings (March 9 and April 13).
- 2) Before the March 9 meeting, members will receive by email (or USPS mail, for those members without email), the new bylaws and a description of the most significant changes to the previous version.
- 3) Actual voting will be at the May Zoom membership meeting. A two-thirds affirmative vote is required for adoption.

Key documents (and where to find them)

- 1) The new bylaws with the proposed amendments. (Sent to all members by email or USPS mail.)
- 2) A brief summary of the most significant changes to the 2010 bylaws. (Sent along with item 1 above.)
- 3) The current 2010 bylaws. (Included in the Member Handbook.)
- 4) A detailed description of all changes. (Contact John Ryan to obtain a copy.)

MARCH 2021 VIRTUAL MEMBERSHIP MEETING

**Dad's Woodie - A Restoration Odyssey, by Jim LaBaugh
&**

Building a Woodie from Scratch, by Dave Westrate

- A double presentation given by two NVRG members who own Ford Woodies -

Date: Tuesday, March 9 / **Time:** 7:30 PM Eastern

You should be able to join just by clicking on the below link and following a few prompts.

<https://us02web.zoom.us/j/87318398107?pwd=MkNDY0RyQW1TaHNZR05ldXdkVXYvZz09https://us02web.zoom.us/j/87318398107?pwd=MkNDY0RyQW1TaHNZR05ldXdkVXYvZz09>

Just in case, here's other meeting information:

Meeting ID: 873 1839 8107 / **Passcode:** 262873 / **Phone:** 301-715-8592

First, Jim LaBaugh will talk through the long journey his Woodie has taken from the time his Dad first purchased it all the way to its current home in Jim's garage. It's an interesting tale of events and a testament to the perseverance and determination of its owners to keep the car alive.



Dave Westrate will then take us through the long and complicated process of putting a Woodie together from raw wood to finished body. The amount of craftsmanship required to create and assemble all the parts and pieces is truly remarkable. If you own a Woodie, this will be a great teaching tool. If you are like me and don't own a Woodie, Dave's presentation should make you appreciate all that goes into making a beautiful car look great and function as it was designed.





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

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. (11/20)



1923 Ford Model-T Huckster: Parting out collection; museum-quality condition; asking \$17,000, email **Jim Chesley** at 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)



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

Cabin Fever Sale: NOS running board 1939-'40 right side, \$495; 1949 Mercury chassis with engine & OD trans, \$495; 1953 Merc engine, complete with auto trans, \$995; 1941 NOS front fenders (top) – pair, \$495; 1938 NOS fender right front for standard, \$225; 1938 radiator (nice, no leaks), \$195; many 1935-36 parts. Trades considered for Ford V-8, '60s MoPar, Nash Metropolitan. **Jim Crawford** 301-752-0955. (03/21)



1949 Ford Truck Radiator: 6-cyl., \$85. **Ray Lambert**, 703-595-9834. (02/21)



Tires and Dollies: Two 750x16 tires (never mounted), \$30; Four automobile dollies, \$40. **Keith Randall**, mtvernonhouse4you@gmail.com or 703-913-5655. (02/21)



Misc. Workshop Items: Four sawhorses (light duty, never used), \$24; Two steel auto ramps, \$20; Creeper roller seat, \$10. **Keith Randall**, 703-913-5655 or mtvernonhouse4you@gmail.com. (02/21)



Flowmaster Mufflers: Two Flowmaster 40 series mufflers (offset/offset oval 2.5", \$20. **Keith Randall**, mtvernonhouse4you@gmail.com or 703-913-5655. (02/21)



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 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 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. (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 or 301-830-2198. (01/21)



Six-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)



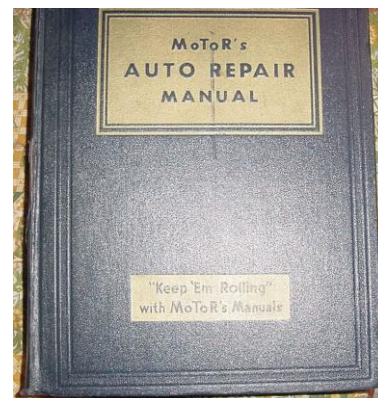
1940 Ford Diecast Model, 1/25th scale. Can't afford a '40 or '41 Ford pickup? Buy this metal scale model instead for \$10. **Milford Sprecher**, 301-830-2198, milford.sprecher@gmail.com. (12/20)

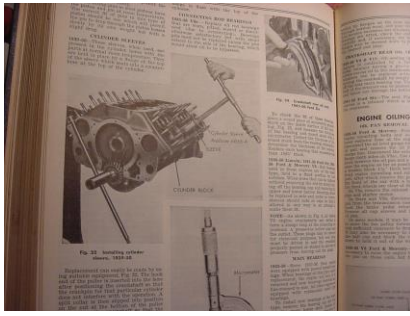


KRW tools: I have several original, operable KRW tools – literally hundreds. I have put aside the tools I want and would like to sell the rest. Tools include front suspension, engine (lots of valve tools), rear axle, steering, brake (including cable adjusting tools), spring shackle stud tools, etc. Have 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)



MoToR's 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 @ \$125/mo. Location is Fairfax City area on a secluded property with an occupied residence on the premises. **Dave Henderson**, 703-938-8954. (10/20) ****REVISED****



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)



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)



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**, 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. (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: Rear Spring Bars: Spring bars are the part that goes on the bottom of the spring and which the two U-bolts go through. Several years/models will work. The holes for the U-bolt should be 3.5" apart. Contact **John Ryan** at john@ryanweb.com or 301-469-7328 or 240-271-4097. (03/21)

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

Wanted: Tie-rod for 1928-34 Ford: Contact **John Ryan** at 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 Arrington** 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 gcluster@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 Kirken-dall**, 325-280-6052. (03/19)

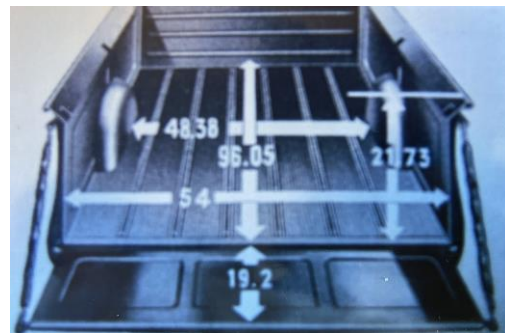
1939 Ford Pickup BED wanted. Complete bed assembly needed. If you have a bed, or parts of one, call Long Island Club member **George Vitaliano** at 914-664-5040 or email his wife Nancy at nancyvitaliano@icloud.com. (1/19)



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



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

PARTS & ACCESSORIES FREE

Three 17" Split-Rim 8-Lug Wheels Free: Fits 1948-52 Ford F-2/F-3 trucks. **Ray Lambert**, 703-595-9834. (02/21)



Two 16" 8-Lug Wheels Free: Non-split-rim, fits 1948-52 Ford F-2/F-3 trucks. **Ray Lambert**, 703-595-9834. (02/21)



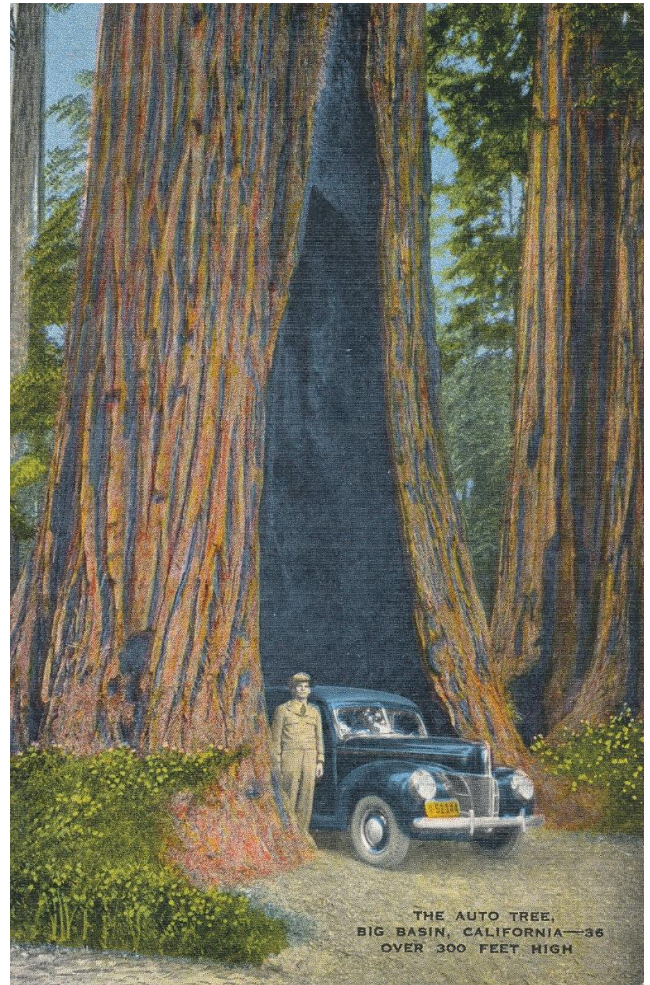
Head Gasket for 8BA Engine Free: Left head gasket (only have the one) for an 8BA engine. Still sealed in shipping package, says it fits '49-'53 Ford and Mercury cars and '48-'53 trucks. **Jim McDaniel**, jim44mcd@gmail.com or 202-409-4459. (02/21)



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)



Postcard of a 1940 woodie. Back of the card states "This tree was burned out 300 years ago leaving a hollow space sufficiently large enough for a car to back into."

From the internet: "Estimated to be more than 1,500 years old, the Auto tree was one of the oldest trees in the park and it stretched 282 feet in the air from not just one but two trunks. Over time, the tree had endured so many fires that its heartwood had burned out, leaving its interior hollow and distinguished by a large scar. Somehow the tree was still alive, and continued to grow. Even more amazing, the gap seemed to be shrinking over time, a tree healing its own wound!"

By Nick Arrington



NVRG 2021 Calendar



March	
9	Virtual Membership Meeting – 7:30 PM – Via Zoom. Programs: Dad’s Woodie – A Restoration Odyssey and Building a Woodie from Scratch. Presenters: Jim LaBaugh and Dave Westrate.
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
30	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
April	
13	Virtual Membership Meeting – 7:30 PM – Via Zoom. Program: Antique Cars Financial Affairs: Insurance – Bill Simons; Tax Implications – Wayne Chadderton; Cleaning House – Nick Arrington.
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.
May	
11	Virtual Membership Meeting – 7:30 PM – Via Zoom. Program: Steering Column Bracket and Ignition Switch Basics. Presenter: Stan Johnson.
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
25	NVRG Board of Directors Meeting – 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 13 for information on the March membership 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

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



YOUR NEIGHBORHOOD AUTO REPAIR EXPERTS!

Enjoy Transparency & Accountability with our Digital Health Inspection & Show'n Tell Service™. Only at Craftsman.

Hybrid and EV auto care


ASE

CRAFTSMAN WARRANTY

5 Locations!

Alexandria 7001A Manchester Blvd Alexandria, VA 22310 703-719-7606	Chantilly 14510 Lee Road Chantilly VA 20151 703-646-8260	Fairfax 11611 Lee Highway Fairfax, VA 22030 703-272-3216
McLean 1387 Chain Bridge Rd McLean, VA 22101 703-356-7730	Merrifield 2733 Merrilee Drive Merrifield, VA 22031 703-646-8270	

Give us a call or schedule your appointment online 24/7!
833 - CRAFTS1 | www.CraftsmanAutoCare.com



DULLES AUTO CLINIC

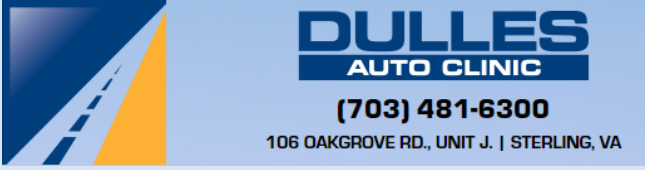
Quality Service at Affordable Prices
dullesautoclinic.com

Foreign Domestic

703-481-6300

106 J Oakgrove Rd
Sterling, VA 20166


Wayne R. Judd
President/ASE Master Technician



DULLES AUTO CLINIC

(703) 481-6300

106 OAKGROVE RD., UNIT J. | STERLING, VA



PT Auto Experts

Your one stop shop for all your automotive needs

Tony Muller
OWNER

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

ptautoexperts.com
ptautoexperts@aol.com

NVRG Car of the Month
Rick Parker « 1941 Lincoln Continental Cabriolet



FIRST CLASS MAIL

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