



www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



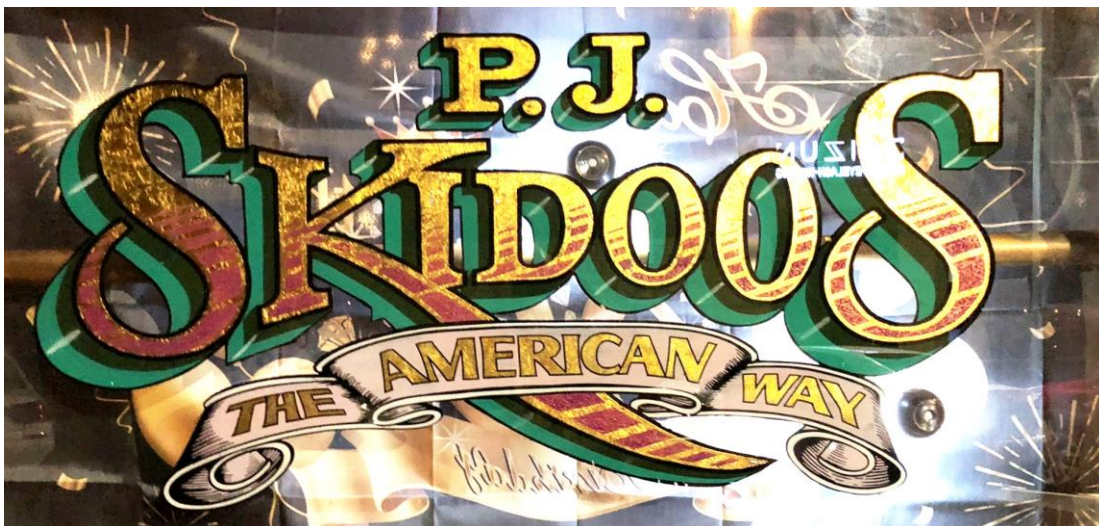
*Northern Virginia Regional Group #96
Chartered December 11, 1977*

Volume XLIV, No. 1, January 2022

Editors: Nick Arrington & Stephanie Beavers

The Christmas Party Returns for 2021

By Nick Arrington / Photos by Dave Gunnarson



We've all had it with "Zoom" and "virtual" everything. One of my best Christmas presents this year was the return of our annual NVRG Christmas Party hosted at P.J. Skidoo's in Fairfax, VA. Club member Joe Freund had almost 50 registered participants to renew the long-standing tradition. When health issues sidelined three couples, it was Joe and wife to the rescue with their own version of "Meals on Wheels," making deliveries, prior to the party, to those three couples who could not attend.

Several club members traveled from as far away as Richmond and Bedford, VA. Master of Ceremonies Bill Simons again handled the gift exchange duties flawlessly in his Christmas trademark red sweater vest. The gift exchange included a variety of items which spent the evening traveling from one table to another. One particular item of interest was a collectible Jim Beam Model-A Ford vehicle with its original whiskey contents still under seal. I had the privilege of picking that gift first and witnessed it rack up several miles on its tires as it rolled from table to table. It's a wonder the tires didn't go flat. The food and friendship were just what we all needed. Enjoy the pictures that follow. We can only hope the future brings our return to live meetings at Hunter House and BOD meetings with beer and BBQ.

Happy New Year to all!

See Gala, page 3

Up Front with the President

January 2022



President's Message January 2022

Happy New Year to all NVRG members!!

Hopefully, 2022 will be a big improvement over 2020 and 2021. We expect to return to in-person monthly membership meetings sometime during the year. However, with the Omicron COVID-19 variant spreading rapidly it may not happen as soon as we had hoped. Zoom continues to be our lifeline for both membership and board meetings.

The Board of Directors is exploring some new ideas for programs at our monthly meetings and for events in 2022. If you have ideas – even out-of-the-box ones – please contact me or any board member. We'd love to hear your ideas!

Forty NVRG members celebrated the holiday period and toasted the new year at our traditional holiday party on Saturday, December 18. It was truly a memorable evening – being able to converse in a social setting with our friends for the first time in two years. Read all about it in the article in this issue.

Another gentle reminder: "Dues are due for '22." The combo deal (membership plus a calendar) is still in effect. See the notice in this issue for more details. Remember that membership in the National Early Ford V-8 Club is required for NVRG membership, although membership periods differ.

The January program focuses on the Classic Auto Mall in Morgantown, PA. NVRG member Rusty Rentsch will take us on an in-depth tour of this awesome 8-acre indoor facility. It houses a private collection of over 400 "barn find" vehicles from 1904 to the 1970s. In addition, there are 1000 cars on consignment for sale. I look forward to seeing you on this Zoom presentation.

Best V-8 regards,

John

**** Due to the recent surge in COVID 19 infections in Virginia, January's Caffeine Double Clutch (CDC) has been canceled. ****

zoom
Membership Meeting
Tuesday, January 11, 7:30 PM

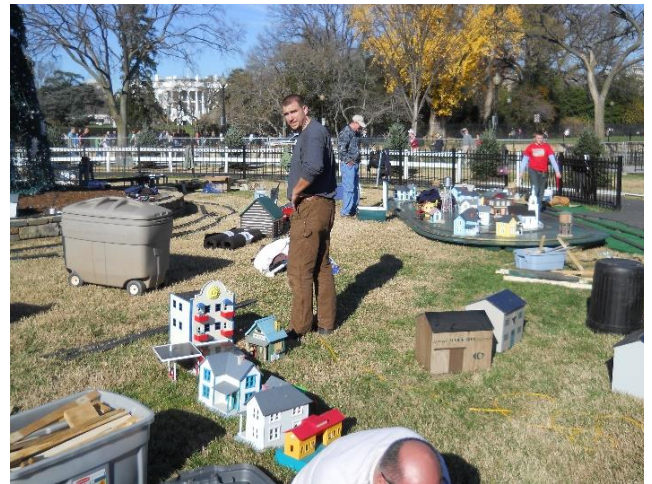
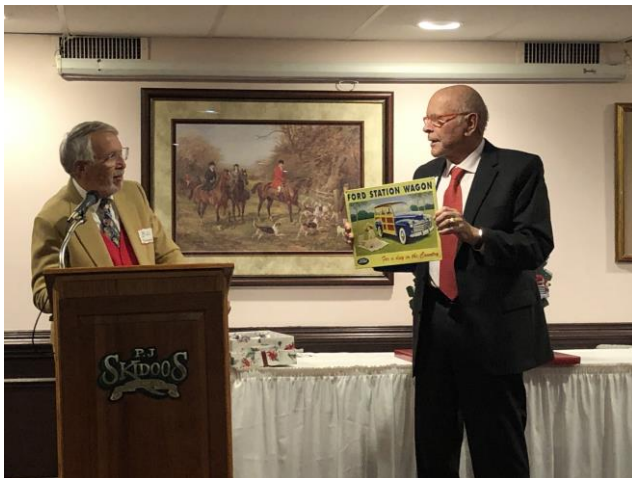
2022 NVRG Officers and Terms	2022 Directors and Terms	Committee Members
President – John Ryan (2021 & 22)	Membership – Gay Harrington (2022 & 23)	Fairfax Show – Dave Westrate
Vice President – Cliff Green (2022 & 23)	Programs, Refreshments – Dave Gunnarson (2021 & 22)	Tours Chair – Hank Dubois
Secretary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







[The National Christmas Tree Rail Road](#) (NCTRR) has officially completed its mission for its existence and is now shut down. Assets are being dispersed and only the warm and proud memories that “we done good” last for hundreds of thousands of visitors to DC’s President’s Park behind the White House during the Decembers of the last 26 years. Were it that we could have done more? The powers that were during the last administration decided to charge the not-for-profit NCTRR for storage of the rolling stock, trackage, platforms, accessories, boxes, crates, storage shed, and other paraphernalia for the 11 months between the NCT displays at the National Christmas Tree. Previously, the supporting equipment was stored with the massive amount of stuff under contract to support President’s Park and its activities and other programs in warehouses around the DC city. Additionally, the grey hair and perms of the workers were becoming thinner and “putting down the displays, operating, servicing them, and supporting them” should be performed by members in younger folk’s clothing.



Getting set up took a lot of volunteers

=====

A GHOST FROM CHRISTMAS PAST

National Christmas Tree Railroad 1994–2020

By Clem Clement

Time moves on
 All good things must end
 Happiness is/was!
 Why now?

Not to say or ignore the strong help Scouts groups, friends of, offspring of, associates of, and, on occasion, Santa his self. Santa fell victim to \$\$ shortage years earlier. Just the other day, I mentioned to several associates about the loss of the programs they commented that they had enjoyed to activities of the NCTRR. Our leaders spent a massive amount of time and effort trying to recruit new and younger members and find more \$\$\$. They could not have tried any harder. What a great group team we assembled. We will all miss... On the bright side, we

will have such fond memories of the fellowship with the team, the President's Park, the crowds of visitors, and the tree herself (and the squirrels and mouses!).

Do you know why the trees tended to die young? Years ago, a model train enthusiast friend of mine who was an agronomist for the Park Service was asked to bring a team to the tree and figure out why the tree had trouble surviving. So, I ask you: What happened to the White House in 1812? The dastardly British burned the White House – that's what. All the debris, ashes, reconstruction trash, and plain old trash was moved to the low land behind the White House. So, when the agronomist team started digging around the tree base, they found charred lumber, plaster of paris, stones, and rubbish.

To old Clem personally, there are so many events, highlights, occasions in my life that "ring my bell," "tickle my fancy," "set me on fire," etc., to make my chest stick out with pride... Proud I am to have had the honor to have been invited to serve the NCTRR over more than 15 years of the program's existence.

In my life, #1 was showing up. Next, it was defeating the health problems I had as a baby. Next, schooling, in which I showed my towering academic skills I had: NOT. Marriage and kids are of the prime importance and accomplishment. The shivers in my spine upon every flight takeoff I made as an aviator, particularly as the dawn is breaking, the dew, snow, sun, darkness falling, gave me a jolt... I have the same number of aircraft takeoffs and landings as an aircrew member.

Somewhere high on the list is the excitement I felt surrounding me as, successfully, I passed thru the security gates of President's Park, leaving my windows down to hear the sounds of the city and go about tending the affairs of the National Christmas Tree Railroad in the presence of the National Christmas Tree and President's Park. The Tree shared her magic differently on every visit and I thank her. All types of weather, notably the morning snow swirling around the Tree, stinging our faces as we labored, showered by the sunlight filtering down thru the mini blizzard and rattling every one of the 150,000 balls and lights on the TREE. Then there was the nut case who felt he needed to climb the tree thru the lighting net...



Clem shows us how the nut job tried to climb the tree

Always the music both live and recorded praising the LORD and the season; the menorah standing so proudly nearby for her 8 days of celebrations; the façades of the DAR, Red Cross, art museum, Treasury, Ag; and the little red marker light from the top of the Washington Monument winking at us. We were in the most powerful spot in the world, with the backdrops for the National Christmas Tree, our trains, and the world – for a month each Christmas season.

Did I mention the little school kids, each holding onto a loop in a long rope tether led by Teach as they jostled along, tossing pennies at the passing trains and under the love of Teach? When the action stopped, if/when THE MAN took off in his huge Marine 1 helo, everything was halted and we watched Marine 1 helo flying off on the mission at hand.

Every year we made improvements into the scene: different rail routes, more and better bridges, the operating intermodal terminal, the lit C-130 aircraft (donated by Andy Dubill of Overland Park, Kansas) flying high cover over the military loop, Thomas and friends in action, the fire station.



The military depot loop and...



The C-130 overhead

Did I mention the Christmas choir who had performed someplace in town and afterwards serenaded us all at the Tree? I cried with joy. Job? NO. Work? NO. Mega-thrill always: YES! Love was in the air and it is the spirit of what Christmas means to me. One New Year's Eve, Sandy and I had the night duty and were asked by the Park Service to stay until midnight. At midnight, the temperature was 6°F, there were six visitors, one Park Ranger and maintenance man, Security, and us, and the Black Horse. When asked: our answer was, "This is where we

belong." I felt even more close to Sandy as I do at all times.



A US Park Ranger and Sandy were all smiles as the trains were being set up

Did I mention how sweet punkin pie and ice cream tastes at the Metro Diner after tucking in the trains on the tracks for the night? Stand tall, O National Christmas Tree, you have much more living to do and service to the world to share.



Merry Christmas and Happy New year
Sandy and Clem Clement

How the Phillips Screwdriver Took Over America

The Robertson screw is better in multiple ways, but Henry Ford sealed its fate in the U.S.



Phillips Head

The history of the screw, and by inevitable implication, the screwdriver, is complicated. In *One Good Turn: A Natural History of the Screwdriver and the Screw*, Witold Rybczynski, professor of urbanism at the University of Pennsylvania, traces the metal fasteners to the 15th century, though it wasn't until the early 18th century that the screw became common. Around then, gunsmiths developed purpose-built tournevis (French for "screwdriver") for use in the intricate workings of early firearms. A century later, when screws could be mass-produced, factories cranked out accompanying screwdrivers.

According to the American Society of Mechanical Engineers, toolmaker Joseph Whitworth devised Britain's first standardized screw in 1841. American engineer William Sellers did the same for his country in 1864. Standardized screw heads and screwdrivers emerged later.

Early screws used either a slotted head or some sort of square or octagonal drive. As screw production increased, slotted drives became standard. But if you've ever cammed (slipped) a screw-head slot, you know why it's not the only design.

Enter Peter Lyburner Robertson. The official history from the Robertson Screw Company says that Robertson, a Canadian inventor and industrialist, cut himself when the blade slipped during a demonstration of a new spring-loaded screw-driver, forcing an epiphany that the world needed a new type of screw. Robertson designed a fastener that featured a square socket tapering towards a truncated pyramidal bottom, winning a Canadian patent for his work in 1907. It's a brilliant design—Robertson screws won't easily cam out, and the socket shape helps center the screwdriver, making one-handed operation easy.

The Robertson was perfect for the burgeoning auto industry. Ford began using it to assemble Model Ts at its Windsor, Ontario plant, where the screw's time-saving qualities reduced costs by a significant \$2.60 per car. But unless you're Canadian, there's a good chance you've never heard of Robertson screws.

That's because Henry Ford wanted to use Robertson's in all of his plants, and he wanted more control over how they were made. Robertson, by most accounts a stubborn man, wouldn't agree. No deal was struck, and the Canadian lost an important part of his business.

Meanwhile, other engineers worked on their own types of screw heads. According to Rybczynski, the one that stuck came from inventor John P. Thompson and businessman Henry F. Phillips. A Phillips screw offers many of the benefits of a Robertson and can be driven by a traditional slotted screwdriver in a pinch.



Robertson

Phillips licensed his design to the giant American Screw Company, which got General Motors to use the screw in the 1936 Cadillac. Within the decade, almost all automakers were using Phillips screws.

A Phillips is, arguably, not a better screw than a Robertson. Consumer Reports once wrote that "compared with slotted and Phillips -head screwdrivers, the Robertson worked faster, with less cam-out." However, cam-out was good for automakers increasingly relying on automation, as it meant screws wouldn't be over-tightened.

Today the Phillips is the standard, except in Canada, where the Robertson remains popular, and in Japan, which has its own cruciform screw, the Japanese Industrial Standard.

Next time you strip out a Phillips, shake your fist at Henry Ford.



Slotted Flathead

BY CHRIS PERKINS AUG 31, 2020 from *Road & Track*

Submitted by Nick Arrington



2022 Dues Announcement

Gay Harrington, Membership Chair

First, I'd like to send out a big "THANK YOU!" to the many members who already renewed for 2022! We are right about at 50% of our membership being renewed for 2022. If you haven't renewed, please do because we don't want to lose any members.

Now that it's January, I'm writing to let members who haven't yet renewed know that the regular dues season for 2022 runs through January 31, 2022. NO ONE IS LATE UNTIL FEBRUARY 1, 2022, so please don't think you've forgotten anything here!

The annual dues amount is still only \$25.00. To renew your NVRG membership for 2022, please send a check made out to NVRG in the amount of \$25.00 and mail it to:

Membership Chair, NVRG
P.O. Box 1195 Vienna, VA 22183

If you'd also like to bundle in a 2022 NVRG calendar, please make the amount of your check \$40.00 and I'll renew your membership and Cliff Green will send you a 2022 calendar. There are varied and beautiful vehicles in this year's edition, and every vehicle belongs to an NVRG member. I hope each and every one of you will RENEW for '22!



January 11 NVRG Meeting

To kick off the 2022 Membership Meeting schedule, Rusty Rentsch will present a review of the Morgantown Classic Car Mall.



On I-76 in Morgantown, PA, you will encounter one of the largest displays of barn-find classic autos and consignment cars for sale. With over 8 acres of indoor displays, the Classic Auto Mall houses a private collection of over 400 barn-find automobiles that range in age from a 1904 Cadillac Roadster through to 1970s vintage cars. The vast majority of the collection is as it was found, and considered one of the largest collections of preserved automobiles in the country. There are also 1,000 cars on consignment ready to take home. NVRG member Rusty Rentsch was recently there as part of the Lincoln Owners Club Eastern National Meet and will give us a look inside at this amazing place.

Date: January 11, 2022
Time: 7:30 PM

Zoom meeting link:

<https://us02web.zoom.us/j/89420291321?pwd=SnB3bWtGeE9CZG1RWjBMR0xqcEJGUT09>

Meeting ID: 894 2029 1321
Passcode: 380163
Phone: 301-715-8592

The 2022 Eastern National Meet Franklin, Tennessee June 1-5, 2022

Please join us in Tennessee!

The 2022 Eastern National Meet promises to be a great time for everyone. For the first time since 2019 Early Ford V-8 enthusiasts from all over the country are encouraged to come together in the Nashville area for a traditional national meet.

Several events are being planned, including a tour to the Leiper's Fork and Distillery, the Grand Ole Opry on Friday night after judging and also a special ladies event on concourse day.

While in the Nashville area, be sure to leave yourself time for touring on your own. Historic downtown Franklin has plenty to do and see and is just a short 5-mile drive from the meet hotel. For those who want to venture farther, downtown Nashville is about a half-hour drive. If your touring takes to the "new" Grand Ole Opry, a visit to the adjacent Gaylord Hotel is a destination in itself. Consider also the Country Music Hall of Fame and Museum, the Parthenon in Centennial Park, the Ryman Auditorium and the honky tonks on Broadway, to include Tootsie's Orchid Lounge, for a visit.

The meet itself will have all the activities you have come to expect, from the raffle room, to a memorabilia room, to an indoor swap meet and a place to clean up your vehicle. There will be a meet and greet on Wednesday with light snacks. In addition to seminars, on Thursday there will be an Early Ford Foundation meeting, Meet the President, and owners/judges meetings followed by a more formal welcome party.

For more information please go to

Website: 2022enm.com

or to

Email: registration@2022enm.com



The NVRG 2022 Calendar Is Here!



Cost of a single issue: \$12

Cost of a single issue mailed: \$15; two issues: \$28 mailed

If you want more than two calendars, send an inquiry to Cliff Green at dcliftongreen@gmail.com

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



NOTE: The “Automart” is maintained and updated by NVRG member Nick Arrington. If you have a submission, update, or correction, please contact Nick at nta1153@verizon.net. To be included in the upcoming issue, ads need to be submitted by the 18th of each month. ****WANT AD GUIDELINES****: Ads expire after running six months. The expiration date (the issue in which the ad last runs) is listed at the end of each ad. Expiring ads may be extended another six months at the request of the ad submitter.

VEHICLES FOR SALE

1968 Ford Falcon: Southern California find with a clean title. Rebuilt 302 V-8 Engine, 289-cylinder heads, electronic ignition, 4v carburetor, aluminum intake, long tube headers, C4 transmission, 9” rear, and power disc brakes. \$6,500/obo. Call **Rob**, 269-491-9446; email: 1881lcd@gmail.com. (exp. 04/22)



1951 Ford Victoria 2-Door Custom Hardtop: After 10 years of being entrusted as the caretaker for this wonderful Classic Ford, I’m downsizing and must reluctantly part with it, so I’m offering it up for sale. This car is a completely restored original with under 68,500 miles showing on the odometer, having received a frame-up restoration before I acquired it around 2012. It has the original two-tone Ford Victoria Hawaiian Bronze/Sungate Ivory color combination – only the original lacquer paint was replaced with a durable, high-end base coat-clear coat finish that really sparkles and will last for years to come. It’s always been garage-kept since I’ve owned it, and the paint reflects it. The car has a smooth-running, absolutely stock 239 CID engine with Ford-O-Matic Transmission which I had

completely rebuilt. The only customization is the dual “Smitty” tailpipe and mufflers combination, which adds to engine performance and gives the car a smooth, throaty V-8 exhaust sound. Everything else is stock. It has been meticulously maintained and I have a list of the numerous improvements I’ve made to make it more reliable and better running. The 1951 Ford is the culmination of the 49-50-51 “Shoebbox” series and has all the latest innovations that Ford created for this model year. This is a wonderful classic Ford and I’m offering it to NVRG members for \$19,500. Contact: Alfromva@aol.com or 703-408-8372. (exp. 04/22)



1953 Ford 50th Anniversary Crestline Victoria Hardtop: 84,000 miles, frame-off restoration in 1990, 14 factory options (Ford-O-matic 2-speed transmission; wheel covers; Coronado wheel option; rear fender shields, bumper deflector, back-up lights, etc.). Asking \$28,500. Call **Charlette Rooney** 703-439-7665. (exp. 03/22)



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. (exp. 02/22)



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. (exp. 02/22)



PARTS & ACCESSORIES FOR SALE

Miscellaneous items: Dog dish-style Ford hubcap with white paint near center and battery clock in center: \$25; 4-bladed fan for Model A: \$40; Model A spare tire shiny mirror with leather strap: \$25; same with chain strap and 4 1/2" mirror: \$25; three shock dog bones: \$3/ea.; brake master cylinder mount/shaft pivot for 1948 Ford, O1A-2467*10: \$65; several helmeted Mercury wheel disk spinners, nice: \$20/ea.; several black truck hinge mirrors: \$20 each; one long-arm truck mirror, 5" mirror: \$20; Model A Pitman arm: \$20; Model AR distributor (suspicious body): \$50; Model A oil pump: \$40; Model A band-mounted electric cutout, Brattons, new: \$50; Model A carb, no markings: \$30; Model A carb, Sears rebuild sticker: \$30; 8BA Carb: \$65; Model A truck tail light with cast bracket, black, used: \$65. **Clem Clement**, H: 703-830-5597 leave message or Clem.Clement@cox.net. (exp. 2/22)



1934-36 Accessory Greyhound hood ornament. I believe this to be the Ford Authorized Greyhound Accessory Radiator cap made by Stant Mfg. Very good condition overall. Has been in storage for many decades. This is not the Ford unit with the dog's tail that stands out on it's own but is much nicer than the other units made in that era. Accepting reasonable offer. Call **Gary** in Harrisonburg at 540-867-9459. (exp. 12/21)



Six-piece display hand tools: Assembled and authenticated to be correct for your month/year Early V-8. **Dave Henderson**, 703-938-8954. (exp. 11/21)



Folding bail-foot tire pump: As discussed in the '35-'36 Ford Book. \$65. **Dave Henderson**, 703-938-8954. (exp. 11/21)



Electric wall or ceiling mount heater: 240-V, 17,000 BTU. Has been in storage 20 years. Needs a cover plate for the thermostat control. \$30. Money back guarantee if it does not work. Email **Russell Brown** at dogbanner@gmail.com. (exp. 09/21)

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MUH 03-8	208	1	1	10.8/12	10.238	27	27
MUH 03-2	208/240	1	1	10.8/12	10.238	27	27

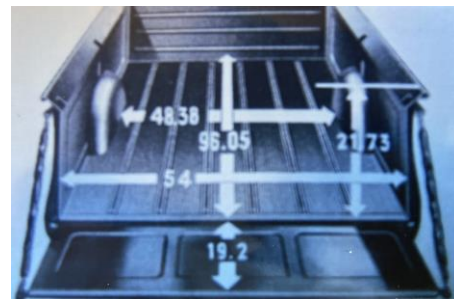
SOLD



Model A Ford Wheel Rims and Misc. Parts: I have about 25 Model A rims, some in good shape, some with rust. \$25 each. Also have lots of misc. Model A parts. Call with your want-list. **Benny Leonard**, cell: 703-863-814. (exp. 09/21)

PARTS & ACCESSORIES WANTED

WANTED: Used 8' metal bed strips as used on '48-'52 8' beds on F-2 and F-3 Express bed pickups. These are different from the 6' beds. I'll buy one or more. I can rework several to make good units. Let me know what you have or if parting out an 8' bed. Dimensions in photo below. **Ray Lambert**, 703-595-9834. (04/22)







NVRG 2022 Calendar



January	
11	Membership Meeting – 7:30 PM. Program: Morgantown Classic Car Mall Review. Presenter: Rusty Rentsch.
12	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net CANCELED
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
25	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
February	
8	Membership Meeting – 7:30 PM. Program: Restoration Progress. Presenters: Several NVRG members.
9	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
22	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
March	
8	Membership Meeting – 7:30 PM. Program: Road Worthiness for Your Flathead. Presenter: TBD.
9	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
29	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Save the Date!	
	 2022 – More in store!

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	Nick Arrington	nta1153@verizon.net
Membership and Dues Report	Gay Harrington	hahsuj@gmail.com
Restoration Reports	Ken Burns	helenandken@verizon.net
Tech Articles	Cliff Green	dcliftongreen@gmail.com

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