

Northern Virginia Regional Group

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

*Value Clatter*

*Early Ford V-8 Club of America*



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

Volume XLIV, No. 2, February 2022

Editors: Nick Arrington & Stephanie Beavers

# Tour of Morgantown, PA's Classic Auto Mall

*By Rusty Rentsch and Nick Arrington*



In October, 2021, Rusty Rentsch and his wife, Anya, made a trip to the Classic Auto Mall in Morgantown, PA. The purpose of this trip was to attend the 2021 Lincoln Continental Owners Club (LCOC) Eastern National Show. Rusty and Anya did more than just attend – they bought their 1956 Lincoln Premiere Convertible at the LCOC show! Rusty shared details and images of the Classic Auto Mall at the NVRG's January membership meeting.

# Up Front with the President

## February 2022



### President's Message February 2022

The NVRG Board of Directors has decided to offer dues-exempt status to any member who is at least 90 years old on January 1 and who has been a member for 10 years. The Board feels that we all benefit from the companionship and knowledge of our older members. We want to encourage their continued involvement even though they may not be as active as in years past.

Yet another gentle reminder: "Dues are due for '22." The normal renewal period ended on January 31, but it's never too late to act. The calendars are sold out, so the combo membership + calendar deal is no longer available. Remember, too, that membership in the National Early Ford V-8 Club is required for NVRG membership, although membership periods differ.

I expect that most of us have been semi-sequestered at home this fall and winter, avoiding any chance encounters with Omicron. Hopefully, this has provided an opportunity to make progress on our restoration and repair projects.

We'd love to hear what you've accomplished in the last several months. The February membership meeting program (Tuesday, February 8) will feature reports from several members about their restoration progress. Reports will range from a focus on specific tasks to a longer-term storyline. This meeting would be an excellent opportunity to also hear about the progress others are making. Please consider joining these members in giving an informal progress report. Additional meeting details can be found elsewhere in this issue.

I look forward to seeing you on this Zoom presentation.

Best V-8 regards,

*John*

**zoom**  
Membership Meeting  
Tuesday, February 8, 7:30 PM

2022 NVRG Officers and Terms	2022 Directors and Terms	Committee Members
President – <a href="#">John Ryan</a> (2021 & 22)	Membership – <a href="#">Gay Harrington</a> (2022 & 23)	Fairfax Show – <a href="#">Dave Westrate</a>
Vice President – <a href="#">Cliff Green</a> (2022 & 23)	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> (2022 & 23)	Property – <a href="#">David Skiles</a>
Treasurer – <a href="#">Bill Simons</a> (2022 & 23)	Sunshine – <a href="#">Keith Randall</a> (2021 & 22)	At-large – <a href="#">Jim LaBaugh</a>
	Past President – <a href="#">Joe Freund</a> (2021 & 22)	

## Auto Mall, cont'd.

Rusty started his presentation by providing a few details about the Lincoln show, sharing photos he had taken along the way. The remainder of his presentation focused on the auto mall venue itself.

The Classic Auto Mall is a 336,000 sq. foot consignment house located off of I-76 between Hershey and Philadelphia. The building was initially a clothing outlet and subsequently became a furniture outlet mall. In 2011, the mall was repurposed as a car museum consignment house. The property was bought to store collections of vintage cars – and more. In addition to the owner's personal collections, there are 1000+ vintage cars of all makes for sale on consignment from private owners.

The property is also ideal for car shows and events, such as the LCOC meet, as there is a 188-room Holiday Inn hotel connected to the mall building. It was noted that the Model-A Restorer's Club will hold their national meet there as well.

Rusty brought the club through a virtual mini-tour of the cars at the mall and shared some of the online features of the Classic Auto Mall's website. The mall houses many interesting as well as not-so-interesting cars and Rusty went through a virtual tour of 25–30 of the cars for sale.

For club members who are interested in taking a road trip, the mall is about a 3-hour drive from Northern VA. Admission to the mall is free. If you are planning a trip, check the business hours, as weekends are limited. ([Classic Auto Mall.](#))

Location: 6180 Morgantown Road, Morgantown, Pennsylvania 19543 – Exit 298 of the Pennsylvania Turnpike. Phone 888-227-0914.

Enjoy the pictures that follow.



V-12 Lincolns and More



Big or Small – They Got 'em All!



Early and Late Model Fords on Display



Shoebox for You



Fin-era Caddy Convertible



'40s Cadillac and '70s VW Bug



Cars on Parade

**Can't Forget Valentine's Day!**

**Carlisle Indoor Auto Mania Swap Meet – January 28**  
*By Nick Arrington*



Car Corral – Really?



Muscle or MG on Your Menu?

I've been attending the Winter Swap Meet in Allentown, PA, every January for a number of years. It's held in a huge building adjacent to the Allentown Agri-Plex building, which is quite a facility in its own respect, with what seems like acres of really good Pennsylvania Dutch and German foods available.

Several years ago, Carlisle Productions took over management of the show and then started hosting another indoor show several weeks later – complete with a "car corral" in one of the buildings close to the Carlisle Fairgrounds, which they own.

I couldn't attend the Allentown show this year but decided to take in the Carlisle show. There were the usual cheap tool guys, and I couldn't help but notice how much "new" Craftsman-labeled product was available. I know Sears sold off the Craftsman label and I've seen the tools in Home Depot, Lowes, and other places. The product looked nice but still was very pricey in my opinion.



**Nice Selection of Tools**

There were no flathead era items or, for that matter, not really much in the way of "old-school" stuff. I saw an interesting wooden hydroplane boat with a thimble drone motor on it and a '50s era Hot Rod club jacket – but very little else that would raise my pulse.



**Cool Wooden Hydro Boat with Thimble Drone Motor**

I purchased my wife a cup holder which can display her cell phone for her SUV from a guy that had nothing but cell phone gadgets in his stall. Valentine's Day is just around the corner, and nothing is

too special for the wifey. I have a feeling the cup holder will end up in my truck.



**Neat Old Club Jacket –  
Too Bad It Was Medium and Not XL**



**Valentine's Day Treat**

At least the guy selling vacuum cleaners I see at spring and fall Carlisle didn't show up. It makes you appreciate Hershey's policy of "automobile-related products only." I had to look hard for the car corral but did find it and have included a photo. In all, I was glad to get out of the house, take a 2-hour drive, and buy \$45 worth of "2 for \$5.00" aerosol brake and carb cleaner products along with some of the finest wire brushes and fuel filters China can offer – not to mention my wife's Valentine present. I'm sure she will be quite impressed – about as impressed as I was with the meet.



Two for \$5.00 – I Loaded Up

Maybe it's growing pains and the show will improve with time. Next year I'll earmark the weekend for the Allentown show and pass on the Carlisle Winter Mania Meet.

### Finally!

#### Obscure Part Found

By Ken Burns

Okay, all you '41 to '48 Ford owners and Fat Fender lovers, here's a pop quiz for you. Can you identify the part shown in the two images below?



You'll probably remember that waaay back in June 2020, Cliff Green began running a series of articles about the hardest part to find for your cherished Flathead vehicle. For me, it was finding an early '41 Ford throttle dash knob. My White Whale was, and still is, a 15-leaf covered rear spring for the green Woodie. What I didn't put on the *Valve Clatter* Automart "Wanted" list was another part – the one you see above. My green Woodie has one that I scavenged from a parts car decades ago. The part is made of spring steel and the one on my black Woodie was rusted, broken, and useless. As I wandered through Hershey year after year, I always kept looking but never really expected to find the part. Then, recently, I saw that someone had reproduced the part and was selling them. The ad was in the *Rumble Sheet*, the Twin Cities Regional Group's newsletter. There's now a copy of the ad posted in the Automart section of this month's VC. In an email exchange with Bill Gillies (whose name appears in the ad), I learned that he had had a bunch of the springs reproduced, using a good original example, a number of years ago when he needed a spring for one of his cars. He told me he sold a bunch of them to one of the major repro Ford parts distributors and is now selling the last remaining springs he recently came across while doing a little decluttering. Somehow, I never came across them listed in their catalog – probably because I never thought to look when I was ordering other, more significant and needed parts for the black Woodie. A quick Google search shows that you can buy a reproduction 91A-7006068 spring from several vendors, but nobody sells the 11A-7006068 spring I need.

I guess by now you're wondering what I'm blathering on about – so here's the answer. The spring is used to gently push the glove box door open when it has been unlatched. The spring is particularly important in '41 Fords because the clock was relocated to the dashboard just above the glove box door.

Ford began putting the clock in the glove box door in 1937 and continued this design through 1940. During this time, the lock and button to unlatch the glovebox door was situated in the dashboard, as shown in the below image.



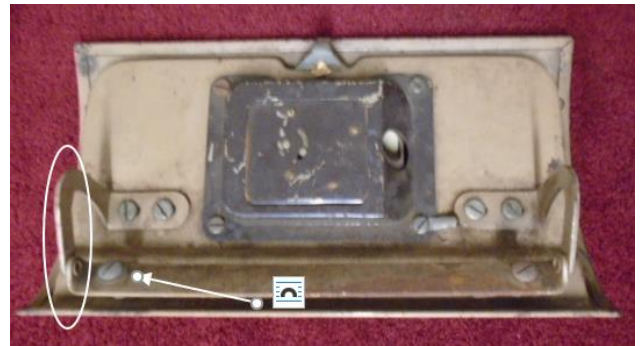
This changed in 1941 when the clock was moved into the dashboard above the glove box door. With the clock just above the glovebox the lock and latch button were moved to the glovebox door itself. (See image below.)



Well, why is the spring more important in the 1941 model year than in the previous years or in the 1942-'48 Fords? I'm glad you asked! Only in the 1941 cars are you trying to do two opposite things at the same time. First, you push the latch button *in* to open the door, but that action pushes the door *shut*. Once you release the pressure on the button, the top of the door will open ever so slightly without the spring. With the spring installed, the glovebox door will open further, making it much easier to grasp and open. When Ford redesigned the dashboard for the 1942-'48 cars, the lock and latch button was returned to the dashboard, as you can see in the picture that follows.



Okay, that's what the spring does and I can find its part number (11A7006068) in my chassis parts book. But there's no picture of it; so, where is it located? Good question, because it's not readily apparent when the glovebox door is open. The spring is located on the right top side of the hinge assembly and presses against the right arm when the door is closed. The picture below shows the back of a 1940 glovebox door, but the '41 hinge assembly looks essentially the same. The screw head (at the arrow) goes through the base of the spring and the arm of the spring presses against the arm (in the oval).



The next picture shows a view looking into the glovebox of my green Woodie with the scavenged spring installed. It's barely visible (in the white oval).



Now, you probably know more than you ever wanted to know about such an obscure little part, but what else were you going to do on a cold February day than read this *Valve Clatter*?

## NEW MEMBER WELCOME

### Welcome to Our Newest NVRG Member!

*By Gay Harrington*

We have member Ray Lambert to thank for bringing our newest NVRG member to us. Ray met Jessica Johnston when she contacted him about buying his 1950s flathead engine and transmission. Jessica is a welder by trade, and works out of Washington, DC, at local 602 steamfitters. She also does metal fabricating, modifications, and repairs at home. Jessica lives in Bunker Hill, WV, and owns a Model A Ford with its original 4-cylinder engine in addition to the flathead engine and transmission she purchased from Ray Lambert.



Jessica thinks a Model A with the flathead in it would be an interesting vehicle to drive, but she has never done such a conversion, and welcomes any assistance about frame modifications, compatibility of motor size and systems, etc. Jessica is also open to the idea of finding a suitable 1930s Ford body/frame to house the flathead engine and transmission.

Jessica isn't afraid of a difficult project. In fact, she seems more than willing to tackle the challenges – but she wants to know more – and is glad Ray brought her into the NVRG. The Model A purists among us may want to convince Jessica to keep it stock. She hasn't decided yet, and welcomes advice and/or assistance from NVRG members who have

tackled similar challenges. She wants to get her car on the road and enjoy the process of getting it there. Perhaps she'll even get a flathead vehicle in T.R.O.G. on the beaches of Wildwood, NJ, someday?



WELCOME, JESSICA JOHNSTON, to the Northern Virginia Regional Group of the Early Ford V-8 Club of America!

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## February NVRG Meeting

February 8, 7:30 PM, via Zoom

### Restoration Progress Update

This month we will hear from five NVRG members about their restoration projects. Each project has its own story and timeline.

- Dave Westrate will talk about his second 1939 Woodie
- Hank Dubois regarding progress on his 1935 Cabriolet
- Dave Gunnarson will update us on progress on his 1935 1 ½-ton truck
- John Ryan will update us on recent progress on his '32 Tudor
- Rusty Rentsch on a recently acquired 1950 Convertible

Some of these projects are very active and others are on a long-term trajectory. Each presentation will be a look into the process and journey of bringing an Early Ford V-8 back to life.



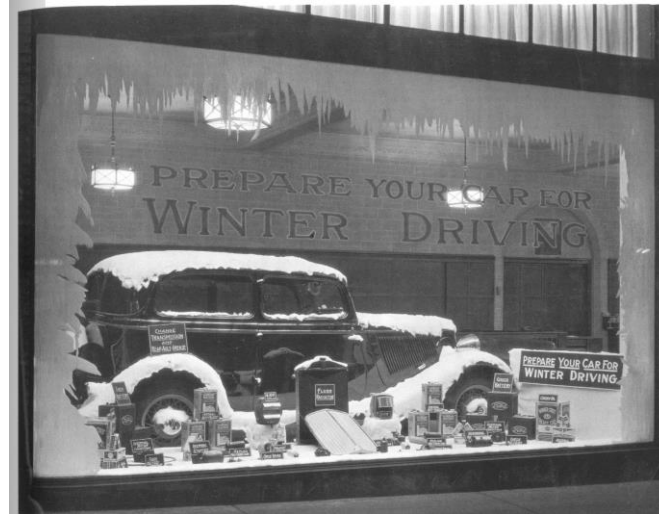
I hope you can make the call.

Zoom Meeting Link:

[us02web.zoom.us/j/82414746148?pwd=b0RUcEdZZWpMZVFPYk8wOEc3Vm9XUT09](https://us02web.zoom.us/j/82414746148?pwd=b0RUcEdZZWpMZVFPYk8wOEc3Vm9XUT09)

Meeting ID: 824 1474 6148  
Passcode: 201142  
Phone: 301-715-8592

*AH, THE JOYS OF WINTER!*



## DID YOU RENEW FOR '22?!

Why renew membership in the Northern Virginia Regional Group (NVRG) of the Early Ford V-8 Club of America for 2022? Here are eight GOOD reasons, though there are probably more. (See next page for renewal details.)

1. **Camaraderie.** We want YOU to stay on as a member! Connecting with others who have common interests and enjoy these Early Fords/Ford products is why we exist. Our NVRG has members in 11 states and the UK, and the distances among us don't get in our way when we want to find each other and enjoy a conversation!
2. **Expertise.** NVRG members have a great depth of experience and expertise in all decades of early Fords and Ford products for the flathead years (1932–1953). Learning and sharing our experiences, tips, and technical expertise through a local, regional, and national network is a valuable benefit of membership in both the NVRG and the national Early Ford V-8 Club of America. A hallmark of our NVRG is that members generously share their expertise and literal hands-on problem-solving experience with each other.
3. **Website.** We've been improving our website ([www.nvrg.org](http://www.nvrg.org)) to the benefit of everyone who visits it. Check out the new designs and items Ken Burns has been working on during these COVID-restricted months. You'll find both current information and an interesting archive section, too. The website is easy to navigate with drop-down listings. If you haven't been on the website recently, take a look!
4. **Monthly newsletter.** We want you to keep receiving your monthly *Valve Clatter* newsletter, which is a terrific benefit of NVRG membership. The articles and tech tips are interesting and useful and, as a member, you can place a FOR SALE or WANTED ad in the Automart classifieds at no cost. And, you can submit your own articles and photos of interest for inclusion in VC.
5. **Monthly membership meetings.** Currently conducted via Zoom, the varied programs are always informative and interesting – often for members' significant others as well. Program coordinator Dave Gunnarson helps get you connected and welcomes all suggestions for future program topics. We hope to return to in-person meetings in the not-too-distant future.
6. **Fun events and gatherings.** The NVRG is gearing up for safe, in-person events come spring, so get yourself ready to join in the fun! The VC Events Calendar lists happenings, so you can plan accordingly.
7. **Keeping the hobby alive and well.** This is an important part of being a member of both the NVRG and the national Early Ford V-8 Club of America. Maintaining a membership and recruiting new members goes a long way toward keeping the love of the hobby going and inspiring others to do the same. Membership forms for both organizations are easy to access on our website.
8. **A great bargain!** NVRG membership is still a bargain at only \$25/year (just \$2.08 per month)! If you were a member in 2021, you know the NVRG gifted you a full year's membership, including our annual calendar (due to its popularity, the 2022 calendar is sold out).



**DID YOU RENEW FOR '22?!**

**Annual dues are still only \$25.00.**



We want to keep you on as an NVRG member in good standing! Please support your NVRG in 2022 by renewing your membership. Here's how. Send your \$25 check (made out to NVRG) to:

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

**Questions about membership?** Please contact NVRG Membership Chair Gay Harrington at 703-888-0180.

It's important to our NVRG that you are with us again this year!

## 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](http://2022enm.com)

or to

Email: [registration@2022enm.com](mailto:registration@2022enm.com)





**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](mailto:nta1153@verizon.net). To be included in the upcoming issue, ads need to be submitted by the 18<sup>th</sup> 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](mailto: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

**SOLD**

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 “Shoebox” 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](mailto:Alfromva@aol.com) or 703-408-8372. (exp. 04/22)



**1953 Ford 50<sup>th</sup> 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](mailto:olcarfn@aol.com). (exp. 02/22)



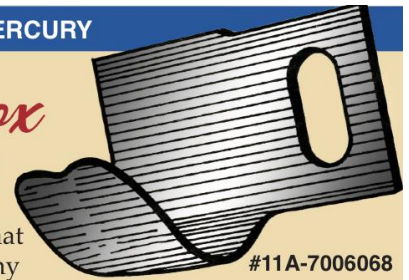
## PARTS & ACCESSORIES FOR SALE

**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](mailto:Clem.Clement@cox.net). (exp. 2/22)



'41-'48 FORD & MERCURY

*Glove Box Spring*



Don't pry open that glove box door any longer. Open it the way Henry intended. Replace that old broken spring with this exact reproduction. Black finish, spring steel. Only \$8.99 plus \$4.50 S&H. (MN residents add 7% Sales Tax). *Bill Gillies, 1736 Crystal Ave, St. Paul, MN 55112. Satisfaction Guaranteed*

(exp. 07/22)

**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)



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

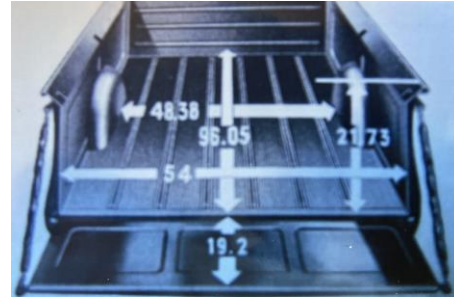


**Model A Ford Wheel Rims and Misc. Parts:** I have about 25 Model A rims, some in good shape, some with rust. \$25 each. Also have lots of misc. Model A parts. Call with your want-list. **Benny Leonard**, cell: 703-863-814. (exp. 09/21)

## **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)



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**KEEP THAT SHOVEL HANDY!**







# NVRG 2022 Calendar



February	
8	<b>Membership Meeting</b> – 7:30 PM. Program: Restoration Progress. Presenters: NVRG members Dave Westrate, Hank Dubois, Dave Gunnarson, John Ryan, Rusty Rentsch.
9	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
18	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators.
22	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.
March	
8	<b>Membership Meeting</b> – 7:30 PM. Program: What Do You Do To Get Your Car Ready for the Driving Season? Presenter: Dave Gunnarson as moderator.
9	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
18	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators.
29	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.
April	
12	<b>Membership Meeting</b> – 10 AM – 2 PM. Program: NVRG Member car show and BYO lunch at Nottoway or Burke Lake Park. Presenters: Membership and Speaker.
13	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .
18	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators.
26	<b>NVRG Board of Directors Meeting</b> – 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	<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	Nick Arrington	<a href="mailto:nta1153@verizon.net">nta1153@verizon.net</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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