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# Valve Clatter

*Early Ford V-8 Club of America*



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

Volume XLIV, No. 3, March 2022

Editors: Nick Arrington & Stephanie Beavers

## February Membership Meeting: Restoration Progress

*By Dave Gunnarson*



The February NVRG Zoom membership meeting featured five active restoration projects underway by club members. The pandemic has kept most of us apart, but work on EFV-8 vehicles continues in garages across Northern Virginia. This month featured updates from John Ryan, Rusty Rentsch, Dave Westrate, Hank Dubois, and Dave Gunnarson. They all gave a report on what's happening and, from the looks of things, there should be some more very nice EFV-8s hitting the roads soon.



See Progress, page 3

# Up Front with the President

## March 2022



### President's Message March 2022

The time for membership renewal has drawn to a close. If you have not yet sent in your 2022 membership renewal, please do so. **This issue of the Valve Clatter is the last one you will receive if have not renewed for 2022.** Remember that membership benefits include receiving the Valve Clatter, joining Zoom calls, accessing a network of folks who can help answer EFV-8 questions (technical help, vendor recommendations, leads for parts and parts suppliers), and more.

The quality of the Valve Clatter was recently recognized by the Early Ford V-8 Club. The VC received a second-place award in the 2021 Regional Group newsletter contest. Congratulations to our editors Stephanie Beavers and Nick Arrington and to all those members who have contributed articles during the past year. I look forward to your contributions in 2022.

The February, March, and April membership meetings comprise a "Shop Talk" series geared to getting our early V-8s (and our 4s, 6s and V-12s) on the road. In February we focused on the restoration efforts by several members. Some were a long way from getting on the road, but the goal was clear. March's subject is maintenance and roadworthiness – getting completed cars and trucks tour-ready. In April we meet together, in person, with our V-8s, to celebrate our accomplishments.

So, the March NVRG membership meeting will be all about the tasks needed to get your EFV-8 ready for spring touring. Individual members can share their de-hibernation checklist or experience in upgrading or repairing those items critical for reliable operation. Please be prepared to tell everyone about your approach.

I look forward to seeing you on this Zoom presentation.

Best V-8 regards,

*John*

**zoom**  
Membership Meeting  
Tuesday, March 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)	

*Valve Clatter*

~ 2 ~

*March 2022*

Progress, cont'd.

### *John Ryan – 1932 Tudor Top Wood Installation*

Like all the '32 to '36 Ford sedans, the '32 Tudor has a rather large wood structure to support the soft top. The structure consists of a peripheral frame and seven cross ribs. See image below (with one rib removed).



**'32 Tudor Top Wood**

I had removed the entire structure intact some years ago to check for any hidden rust in the metal along the edge of the top opening – where leaks often occur. The car is relatively rust-free – the only serious rust was in the left wheel well. In hindsight, perhaps this project was not entirely necessary. Nevertheless, it did provide a few bits of new (to me) information.

Two of the top ribs needed to be replaced. Replacing them was no problem. Classic Wood Products in North Carolina provided two replacement ribs that were exact duplicates of the originals.

At the factory, a mastic paste of some sort was generously applied to the top of the frame before installation. (The mastic was not visible with the wood installed.) Apparently, the mastic acts as a sealer between the wood frame and metal edge of the top opening. The original mastic was almost entirely intact but needed patching in a few places. For that, I used 3M body caulking.

The importance of the mastic sealer is evident from the construction of the top wood/metal system. The top opening is continuously perforated along its edge with holes for screws and slots for fastening the fabric top material and the tack strip which secures and seals the soft top. Lots of places for leaks to occur. The image below shows the metal edge with the top wood removed.



**Top Opening Edge Detail**

The top is attached to the body on the sides with four metal Z-brackets which fit between the top's wood frame and a wood header above the door and rear window. There is a thin piece of webbing between these brackets and the wood. See images below.



**Top Wood Z-Bracket**



**Z-Brackets, Webbing, and Hardware**

Apparently, this webbing acts as an anti-squeak cushion. Since these cars are pretty flexible and most roads in 1932 were unpaved, it's easy to grasp



the importance of these little cushions. I replaced them with “flocked” tape which is designed to prevent squeaks. The non-adhesive face of the tape is soft, almost like velour. The tape is merely attached to the ends of Z-brackets so that the flocked side faces the wood.

The top wood is also attached to the body with 59 wood screws which are screwed into the top frame through holes along the edge of the metal surrounding the top opening. Most of the original screws had a very unusual style of thread profile while a few were normal No. 6 wood screws. However, instead of conventional slotted-head wood screws, I used Robertson screws. These screws have a square-drive head, similar in concept to a socket head cap screw. The Robertson screws install much faster and tighten more securely than slotted-head screws. (For more information on Robertson screws, see Nick Arrington’s article in the January Valve Clatter.) The image below shows the Robertson screws and special square-drive installation tool.



**Robertson Screws and Drive Tool**

After learning about mastic, flocking tape, Robertson screws, etc., I was able to install the top wood with some nod to authenticity and practicality. The image below shows the final product.



**Top Wood Installed**

## ***Rusty Rentsch – 1950 Sportsman Convertible***

Rusty Rentsch shared his 1950 Ford Sportsman (Baby Puke) Green Convertible project.

I bought the car in 2018 outside Youngstown, OH.



So far, I have been enjoying figuring out how the car was constructed, looking at what’s left of the body and researching online. I have had the engine running, but only for a about 10 seconds, enough to prove I could get it to run, but knowing I’m going to rebuild it and not wanting to cause any damage by pushing it more than that.



Have been having lots of fun searching for parts at various junk yards, online auctions, eBay and Flea markets.



*Dave Westrate – 1939 Deluxe Woodie*



Also, many of my parts are coming from fellow club members. Last summer I bought a 1950 4-door sedan donor car for a few items that are not reproduced as buying them individually costs as much as the entire cost of the donor car.



The plan is to get the body structure straight and sound and then work on roof bows. Then, once everything is lined up, separate the body from the frame. I can work on the engine and drive train and mechanical. In parallel I will reupholster the seats. I have not yet decided color or patterns. I appreciate all the help I have been getting from fellow club members, by far best resource of information.



Dave Westrate gave an update on his 1939 Deluxe Woodie project. He started with the story of buying the car in Mystic, CT, in 1996 and his progress over the past 15 years. His list of completed items includes the frame is powder coated, brakes are done, new gas tank installed, wood body finished, glass is in, body work and paint is done, roof is on, transmission is rebuilt, leather seats are finished and the radiator, starter generator, distributor, hot air heater are all rebuilt.



What's next? He just started installing the wiring harnesses from Tyree Harris. The dash is assembled and installed with trim rechromed and new wood graining.



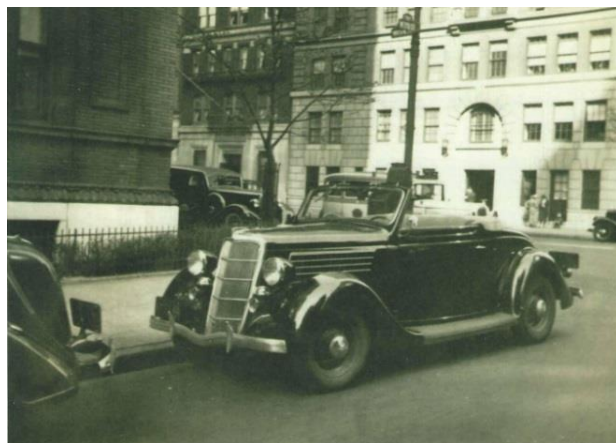
One big lesson learned is never, never discard original parts. I went back to the original key lock and wiring housing at the bottom of the steering column. The current projects include the steering column – THIS IS VERY COMPLICATED!! It includes the steering wheel which is restored, steering chrome is done, steering column key lock, ignition on/off switch, headlight on/off switch, horn, and wiring.



Finally, the engine. We have a rebuilt block from the Clatterbaugh estate. I got this from Tyree Harris' grandson, who stated, "It was with the good engines." He also gave us a second bare block, "just in case." – STAY TUNED!

### *Hank Dubois – 1935 Cabriolet*

Hank Dubois followed Dave Westrate and provided an overview, along with some specific examples, of the restoration work done on his '35 Cabriolet over the past 15+ years. First, though, he showed us a treasured photo of the car taken in NYC when it was new as well as a photo of the original invoice for the car.



The car was sold on March 24, 1936, as a carry-over '35 and may have been a demonstrator or salesman's car. About 17,000 '35 Cabriolets were built and this car was built mid-year in March or April 1935, so it has some early as well as late '35 features. The car was supplied with a Bedford Cord interior which was pretty rare for open cars, and Hank plans to retain that feature. The car spent most of its driving life in the Northeast, primarily in NY and PA, with a stint in the DC area during WW II when the owner was employed by the US Government.

Hank purchased the car from a nephew of the original owner early in 2005 and started what's turned out to be a lengthy restoration process in late 2006. Much work was done on the car at two different shops before it was entrusted to the Winchester, VA, shop of member Thetan Ogle in early 2013. There, restoration has progressed steadily, though mostly on a part-time basis. Under Thetan's capable hands and exacting standards, quite a number of problematic issues were identified and corrected and the car is now just about ready for finish paint, which will be Washington Blue (a 1935 Spring Color option), with Tacoma Cream wheels and stripe.





Since the car had some pretty significant rust issues in the lower body and even in the frame, extensive metal work was required.



Available prefabricated parts and patch panels were purchased and fitted where possible but, in virtually every case, they had to be modified, sometimes extensively, to fit. Some, like the rear fender fronts and the rear quarter patch panels couldn't be properly fitted so the EMS parts were scrapped and correct-fitting parts fabricated. Other parts were simply not available and had to be fabricated. Hank listed some of the parts and panels that were replaced:

- Complete floor pan and rumble seat pan (from Paul Bradley)
- Driveshaft tunnel and floor pan risers (made by member Steve Pieper)

- Cowl and rear quarter patch panels (from EMS or made by Thetan)
- Tail pan (from EMS)
- Rear fender fronts and right rear fender skirt (made by Bill Firth and Thetan)
- Door bottoms (from EMS)
- Frame repair sections (from Precision Coachworks)

Hank then reviewed several examples of Thetan's metal fabrication skills:

- Rear quarter patch panels that were fabricated to properly fit the slightly curved contour of the car's rear quarters – EMS panels were straight with incorrect molding width.



- Fabricated skirt for right rear fender to replace damaged one.



Hank next covered a few of the mechanical items he's been working on and some of the problems and issues he's encountered:

- Columbia Rear Axle – Hank has put together a correct (for judging purposes), strong, and reliable '35/'36 Columbia using '35/'36 external parts (casting with shifter, housing and vacuum can) and later (stronger) internal parts (clutch, gears, etc.).

He tracked down the '35/'36 external parts through a V8 Times ad and at Hershey and obtained the later internal parts by purchasing a complete '39/'40 Columbia through a Hemmings ad.



Member Alan Ponton rebuilt and bulletproofed the axle and Hank assembled it to the rest of the rear end that he had restored. However, a problem was encountered in attaching the torque tube to the axle's center section, i.e., it locked up the axle! What the....? Turns out, the cage of the new pinion bearing Alan installed had an O.D. that was 0.025" larger than the I.D. of the t. tube that was supposed to fit over it.

What's more, the pinion bearing race stood "proud" of the face of the center section which wouldn't allow the t. tube to fully contact the center section face.

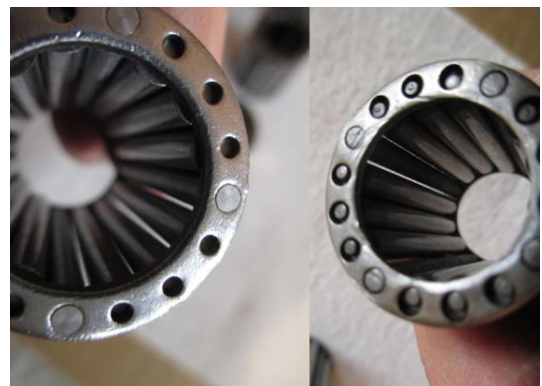


A call to Alan revealed that the pinion race and bearing were Timkin brand from a reliable supplier and were specified for Hank's application. Alan suggested opening up the t. tube to clear the bearing and race. A suitable carbide burr was obtained and, using Dave Gunnarson's die grinder, the t. tube I.D. was carefully enlarged to fit.



Club members who are or will be working on rear ends should be aware that specs on currently available bearings may vary a bit from those of 'Ole Henry's originals!

- Transmission – In rebuilding the car's transmission, Hank ran into a couple of issues that are sure to be of interest to other club members who are or will be rebuilding similar transmissions. First, he learned, through the Ford Barn website, that the roller bearings currently available for the countershaft and main shaft are of inferior quality and would likely disintegrate after a few hundred miles (or less) of driving. The rollers in these bearings are dimpled on the ends and turn on "nubs" pressed into the bearing cage. Original bearings, as well as formerly available replacement bearings, have rollers with turned ends that fit loosely into holes in the bearing cage.





The bearing on the left in the above photo is an inferior one and the one on the right is an original Ford bearing. Since Hank had already finished rebuilding the Cabriolet's transmission, a call to Mac Van Pelt in OH, where the rebuild parts were purchased, was made to ascertain the construction of the supplied bearings. Turns out that Mac no longer carried these repro bearings and that the inferior bearings appeared on the scene at about the same time that Hank's order was filled and possibly before Mac realized that they were inferior. He suggested that Hank disassemble the transmission and check the bearings. If they turned out to be the inferior ones, he would replace them with good used original ones. You guessed it – upon disassembly, Hank discovered that he had the inferior bearings!

The second transmission issue Hank encountered was with the synchronizer. The original one he used seemed to be in good shape with little wear on the two integral brass synchro surfaces and the inner and outer hubs could be moved apart by hand without a lot of effort. With the transmission assembled, shifting was easy, maybe too easy! Another call to Mac revealed that you should not be able to move the inner and outer hubs by hand and shifting should be crisp and positive requiring a moderate amount of effort. Otherwise, the transmission would probably not stay in gear, especially second gear. Mac suggested that a new set of stiff springs (and balls) be installed to replace the old and obviously weakened springs.



With that done, the transmission shifted exactly as Mac had described and Hank is confident that it will perform as 'Ole Henry intended when the car is finally on the road!

- Muffler –

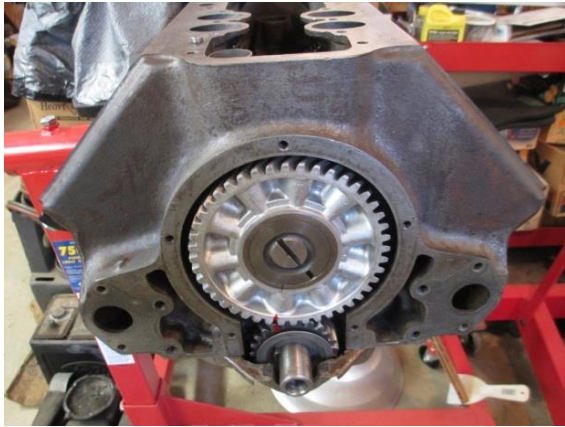
The original '35 Ford muffler was a domed end unit that is being reproduced but at a cost of several hundred dollars. Hank had a plain, unmarked, non-domed replacement muffler with the same dimensions as the original which he brought to member Steve Pieper who fabricated original-looking domed ends to fit it. These ends were subsequently brazed into place and filed smooth. It only needs to be painted with a suitable heat-resistant paint to closely resemble an original muffler. However, as luck would have it, Hank did find an original replacement muffler with domed ends at Hershey in 2019. It was in unused condition although it had a number of dings and dents from handling over the years. This muffler originally came with a couple of different size inlet/outlet nipples so that it could be adapted to any '32-'39 Ford. Using a scavenged exhaust pipe of the correct size, Alan Ponton created an "original" '35 muffler from this Hershey find. Now, Hank has to decide which muffler he'll use on the Cabriolet!



In this photo, the muffler with fabricated domed ends is on the left and the original domed replacement muffler is on the right.

- Engine –

Hank was hoping that an original 16,000-mile '35 engine he had acquired years ago could be cleaned up and used as is. Wrong! A close inspection of the engine's main bearings revealed that the Babbitt was breaking down, something that is not that uncommon in older engines (regardless of mileage), he later learned. The solution was a short block rebuild by the Babbitt gurus at Schwalm's Babbitted Bearings in Lancaster, PA. Hank now needs to complete assembly of the engine and paint it.



Note the rare, press-on, Ford Script aluminum cam gear that Hank found on eBay. Most of the aluminum cam gears for flatheads that you find are the later bolt-on type.

***Dave Gunnarson – 1935 1½-Ton Truck***

Dave Gunnarson followed Hank and talked about progress on his 1935 157" wheelbase 1½-ton truck. Dave started by showing a picture of his truck as he found it in May 1999.



He gave a review of the frame repairs and riveting he has performed to bring the chassis back to original condition, such as replacing the rear cross-member and a rear spring shackle bracket.

He has replaced the 6.6 rear end with 5.14 gears to get 10 more miles per hour. The rear axle, front axle, brakes and torque tube are all done and attached to the restored frame.







Dave has rebuilt the engine, transmission, and other drive-line parts. The cab was chemically cleaned and, along with all the other sheet metal, painted in primer. And almost all of the metal work has been completed with all the work done by The-tan Ogle. He's awaiting a final adjustment of the parts while they are on the frame and then they will all be ready for final bodywork and painting. Once the body is out for paint, Dave plans to touch up the frame and install the engine, transmission, and all remaining chassis components. Once all that's done, he will source wood for the bed and get that part ready. His plan is to finish by June 2023 for the Grand National Meet in Dearborn.



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### **Winter Hangs On!**



NEW SERIES – NAVY TALES – PART I

NVRG member Don Pauly's US Navy active duty career spanned 30 years, from 1951 to 1981. Starting with this issue of the Valve Clatter, we will share six articles Don wrote for the *Tin Can Sailors* publication, recalling his experiences over the years.



1318 Moore Place SW  
Leesburg, VA 20175  
August 24, 2013

Tin Can Sailor Editor  
PO Box 100  
Somerset, MA 02726

Dear Sir:

Enclosed is a suggested article for publication in Tin Can Sailor, perhaps in the Snippets section.

I realize that it may be unusual to propose a story about the minesweeper Navy, but I suspect that many of our Tin Can Sailors may have had duty in minesweepers as part of their time in the USN. Others may be curious as to life on those small ships, so I hope you will consider this for publication.

I was privileged to serve on nine ships during my 30 years of active duty from 1951 to 1981.

I enjoy reading each issue of Tin Can Sailor and ask you to keep up the good work in producing that fine professional paper.

Donald E. Pauly  
CAPTAIN, USN Retired

USS Shea (DM 30)  
USS Pilot (AM 104)  
USS Dash (MSO 428)  
USS Davis (DD 937)  
USS Furse (DDR 882)  
USS Turner (DDR 834)  
COMCORTRON 8 USS Courtney (DE 1021)  
USS Providence (CLG 6)  
USS Home (CG 30)



THE MINESWEEPER NAVY - by CAPT Donald E. Pauly USN (Ret.)

My first duty as a new Ensign in 1951 was ASW Officer on USS SHEA (DM 30), a destroyer which also was a minelayer. We rarely ever did any minelaying and usually operated like any other destroyer. But since we were in the Atlantic Fleet Mine Force homeported in Charleston, I also got acquainted with minesweeping. So it was no surprise that my next two duty assignments were in minesweepers, in an era when the USN had many such ships. Those small ships provided great training opportunities for young officers and men - and I suspect many destroyer sailors learned their seagoing skills in minesweepers before going to the "big ships" in the DD Navy. Perhaps this story will bring back memories to many Tin Can Sailors who also served in the Mine Force.

In the fall of 1955, I became XO and Navigator of a newly built wooden minesweeper, USS DASH (MSO 428) homeported in Charleston. It was 165 feet long, had a draft of 13 feet, and had nonmagnetic diesel engines totaling 1600 HP which gave it a full power speed of 13 knots. It had controllable reversible pitch propellers which gave quick response, but were of a new and unreliable design. The CO was a LT, I was a LTJG and we usually had 3 Ensigns as the remaining officers. The crew totaled 50. We had only one gun, a manually operated single barrel 40 mm on the fore'sle. It was intended for use against floating mines, but our pitching and rolling made accurate firing so difficult that we instead used M1 rifles. We would answer questions about the 40mm gun mount by saying it was installed for morale purposes - every Navy ship should have a gun. We had no ship store, no barber, no paymaster, no laundryman, and sometimes no way to wash our own clothes because the small washing machine was nonmagnetic and often inoperative. All metal on the ship was nonmagnetic, except for our canned food which was kept in special lockers which had electrical degaussing coils around them to cancel the magnetic signature of the cans. When in port overseas, we usually sought out a destroyer, or other "big ship", to do our laundry and to pay us. (Paydays were in cash back then.) We were beggars. Our small crew size meant everyone had to work very hard in their rate, and also work outside their rate as needed. For example, our only HM, an HM1, not only took care of all medical work and sanitation inspections, but at special sea detail he was the 1JV phone talker on the bridge, and during normal steaming he decrypted classified radio message traffic. The small size of our ship and its rounded hull shape (to defeat pressure mines) caused violent rolling and pitching in heavy seas, but that small size permitted us to go to some interesting ports.

I served in DASH for almost three years and made two Mediterranean cruises in that ship, each of 6 months duration. The Charleston to Gibraltar transit took 17 days at our 10 knot cruising speed. An LST would accompany our formation of four minesweepers for underway refueling. On

one Med Cruise we had to sail without a cook due to Navy personnel shortages, so a deck seaman volunteered to cook. We lived through it, but barely, until a real cook caught up with us later on. One good memory was being inside the small harbor at Monte Carlo for the entire week before the wedding of Prince Ranier and Princess Grace. We moored among the very expensive yachts of the world's royalty who had gathered for the event.

I made LT and in 1958 we became the school ship for the Minesweeping School at Yorktown VA. Shortly after our arrival in our new homeport, the CO was hospitalized indefinitely and I became the CO with a new XO ordered in but not due to arrive for another month or two. So I was now CO, XO and Navigator. Every morning we took students aboard and got underway to show them how to stream the gear, but we had to return to the pier at noon and send them ashore for lunch since we could not feed that many men. We were underway again every afternoon for more training. In addition to our daily operations as school ship, one weekend we were ordered to go up the Potomac River to Washington to be open to the public. I chose to take the ship up myself without a pilot, and we had a good trip up river, providing some crew rest by anchoring overnight part way up. It was a great several days in DC with thousands of visitors aboard who enjoyed our displays of the methods of sweeping various types of mines. Most people were amazed that we had to safely pass over magnetic mines and then explode them with a magnetic field created astern of us by direct current pulsed through trailing cables. On our return down the Potomac River, we were slowed by being caught in thick fog and then we lost pitch control on one propeller, so I had to go up the York river and make the landing in Yorktown very late at night on one propeller after a long and very stressful day.

The Admiral liked the good public relations results of our DC visit and booked us for another, this time up the James River to Richmond. I soon found that the Navy did not have charts of the James River, so I planned the trip using a local gas station map usually given to boaters, and sent my only Quartermaster to a civilian nautical supply store in Norfolk to buy a chart. I was somewhat shocked to find that the very winding channel was only 150 feet wide and 15 feet deep and that Yorktown to Richmond would take about 13 hours, with no place safe to anchor in the James. Nevertheless, I again decided not to ask for a pilot, and took the ship up by dividing the crew into two "river steaming watches", since an all day watch by our special sea detail was not practical. I knew that, due to the ship's length, we could not turn around once we started up river, and the only turning basin was 4 miles below Richmond and around some bends in the river. Our assigned berth was a seawall on the edge of the channel where the chart showed only 150 feet from seawall to a shoal area across the river. We were

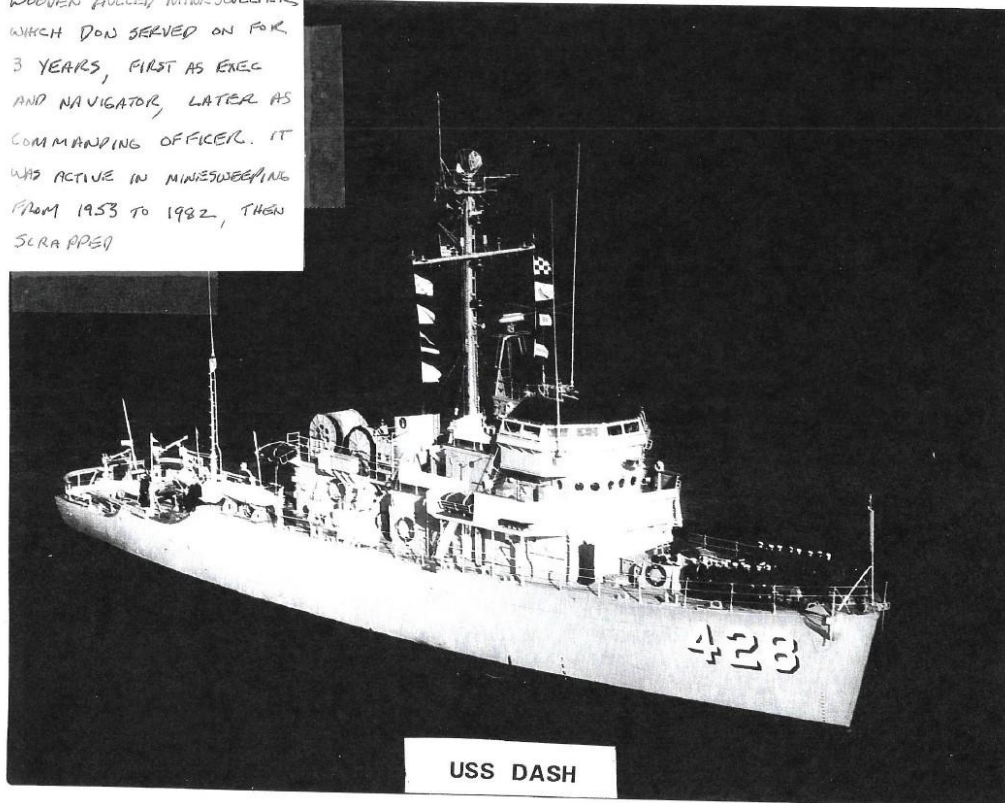


well above the tides and I realized that our departure would be hazardous if I backed the ship 4 miles around bends in that constant downstream current, so this was a major problem. The people of Richmond gave us a wonderful reception, with parties, and a hayride complete with twice as many Richmond girls as we had men in our crew.

We again had thousands aboard that weekend, and on Monday morning a huge crowd was there to see us get underway. They thought we would go aground because they had never seen a ship that large this far up in the river. During the weekend I had used the ship's boat to take soundings. I backed it across the river paying out a line cut to equal the length of the ship and with one end tied to the rail at the stern. I swung an arc at the end of the line and found that the chart was inaccurate and that we had the 13 feet of water we needed for an across river distance of 165 feet. To get underway, we put the #4 line through the centerline chock at the stern, took in the other 3 lines while going ahead slow on both engines to keep that stern line taut, and let the current flowing downstream separate us from the pier and slowly swing us around without ever getting the stern away from the pier. When we were pointed fair downstream, we took in the stern line and headed home to Yorktown.

So I probably disappointed the crowd, but I did not end my Navy career that day as I might have with a grounding. I remain thankful that the many things I learned on the MSO served me very well in later destroyer duties.

WOODEN HULLED MINESWEEPER  
WHICH DON SERVED ON FOR  
3 YEARS, FIRST AS EXEC  
AND NAVIGATOR, LATER AS  
COMMANDING OFFICER. IT  
WAS ACTIVE IN MINESWEEPING  
FROM 1953 TO 1982, THEN  
SCRA PSED



## UPCOMING TOUR

### TOUR TO THE 2022 EASTERN NATIONAL MEET MAY 27 TO JUNE 8, 2022

We are planning a driving, (and trailering), tour to the ENM in Franklin, TN, beginning at the end of May. The current plan is to start from Front Royal, VA, on May 27, and end the first day in or near Salem, VA, via Skyline Drive/Blue Ridge Parkway and Route 11. The second day will end in Knoxville, TN, mostly via I-81 and I-40. The third day will end on Sunday, May 29, at the meet hotel in Franklin. That's about 250–270 miles per day.

So far, we have 6 cars going and there is plenty of room for more, so consider joining us. Now is the time to register for the meet and get your meet hotel reservations set. We will depart for home on Sunday, June 5, and follow approximately the same route home.

This is your chance to visit Nashville and the Country Music Hall of Fame, and spend an evening at the Grand Ole Opry, not to mention attending a great EFV-8 Club meet and seeing old friends!

Further travel details will follow. Please let me know as soon as possible if you will join the tour.

Bill Simons  
[bsimons@rustinsurance.com](mailto:bsimons@rustinsurance.com) / Cell 202-734-2211



## March NVRG Meeting

March 8, 7:30 PM, via Zoom



The March NVRG membership meeting will be the next in the Shop Talk series. This time, the topic is all about what you do to your EFV-8 to get it ready in the spring. There's nothing worse than jumping in the car after it has been sitting all winter and it won't start, even though it ran when parked. Do you have a checklist you are willing to share? How about tips and ideas you can share for getting your car in tip-top shape before hitting the road?

The format will be like an open mic night for members to share their knowledge with everyone else. Minutes will be taken and a summary of all of the ideas will be published in the next Valve Clatter. If you have a checklist of ideas you want to share before the meeting, please email them to Dave Gunnarson at [gunnarson@verizon.net](mailto:gunnarson@verizon.net). Dave will integrate all information he receives into the notes taken during the meeting. If you are unable to attend on March 8, this is an easy way to contribute.

Here's the meeting link and other information.

Topic: March NVRG Membership Meeting  
Time: 3/8/22, 7:30 PM Eastern (US and Canada)

Zoom link:  
<https://us02web.zoom.us/j/85631113924?pwd=cWtHOUQ2SURxMi8zV0RkSi9iaTBXdz09>

Meeting ID: 856 3111 3924  
Passcode: 098048  
Phone: 301 715 8592



**Northern Virginia Regional Early Ford Club  
Budget Summary  
For The Year 2022**

<b>Income</b>	
Membership Dues	
For The Year 2019	0
For The Year 2020	0
For The Year 2021	0
For The Year 2022	2,700
For The year 2023	50
	2,750
<b>Total Membership Dues</b>	
50/50 Share	0
Calendar Sales	1,200
Advertising	450
Fairfax Car Show	450
Tour Income	0
Picnic	0
Holiday Party	1,525
Accessory & Clothing Sales	0
Miscellaneous	0
	6,375
<b>Total Income</b>	
<b>Expenses</b>	
Membership Meetings	1,000
Calendar	800
Advertising	0
Membership Directory	1,600
Newsletter	2,300
Fairfax Car Show	0
Tour Expenses	200
Picnic	150
Holiday Party	1,800
Accessories & Clothing	0
Contribution and Recognition	250
Post Office Box	270
Website	118
Miscellaneous	150
	8,638
<b>Total Expenses</b>	
<b>Income/(Loss) For the Period</b>	<b>(2,263)</b>

If there are any questions regarding the 2022 club budget please contact Treasurer Bill Simons at [bsimons@rustinsurance.com](mailto:bsimons@rustinsurance.com) or at 202-734-2211.

Courtesy Ken Burns and the February Road Chatter newsletter of the EFV-8 club – Northern IL Regional Group #8



## TECH CORNER



**Note:** The tech article below was first printed in the October 2006 Road Chatter. Most of the information is still accurate, but please see “Tech Corner Update” on the following page.

### It Worked for Me

By Ken Bounds

For those of us who like to keep our Early V-8s close to stock and still rely on 6-volt power, there is always the problem of how to install and run 12-volt accessories, such as CB radios, stereos or even a cell phone charger. In the past I have used a couple of different power inverters. These always had drawbacks, such as finding a place to mount them, unreliability, or the introduction of electrical noise into the radio. They were also easy to burn out if the radio drew too many amps. For the past several years after the old inverters became harder to find, I ran 12-volt batteries in the trunks of the '50 Convertible and Crestliner, but you get tired of manually charging them and never know if they will last the entire trip. Besides, they take up valuable space that could be used for something else. 😊

While all this was going on, someone sneaked up behind me with new technology. No, it's not a brand-new 6-volt CB (maybe the Easter Bunny will bring one of those). The new technology I'm referring to is an ultra-compact 6-volt positive ground to 12-volt negative ground power inverter. The unit I purchased is a tiny 1¼" cube. These little guys are so small that you can easily mount them under the dash, or possibly even on the case of the unit that you intend to power.



Installation could not have been simpler and took less than 10 minutes. On the '50 Convertible, there is a nice little bracket for the heater controls that happens to be well grounded. I was able to mount the inverter completely out of sight on the top of the bracket. There are only two wires for the inverter – a fused input from the six-volt side, which I attached the accessory side of the ignition switch, and a 12-volt output, which I fed to the CB power cable. There is also a little grounding pigtail that you can use if you don't mount the inverter directly to a grounded surface. Because the inverter and the 12-volt accessory share a common ground, you don't have to worry about isolating the accessory from the vehicle ground. Since my CB has a ground wire on the power cord, I simply attached it to the same screw that I used to mount the inverter.

I have used the new inverter on the past two tours with no evidence of a problem. The heat from the unit in operation is negligible. You should be aware of the power requirements of the accessories you wish to operate – this inverter can supply about 2.1 amps or about 26½ watts with the engine off – slightly more with the engine running. I'm so impressed that I'm about to buy two more for the Crestliner and the Roadster.

Now for even better news: the price is quite reasonable. These units are available from a number of suppliers, ranging anywhere from \$59 to \$99. I have seen them at Macs and at C&G Auto parts. They might be shown as being from two different manufacturers, Custom Autosound or Antique Automobile Radio. The part number is PGPI-HC. For those of you not afraid to buy on eBay, there is a distributor named Woody's Custom Shop that sells the inverter on eBay for \$59 with free Priority Mail shipping. The owner's name is Charles Rollins. He is a Porsche guy, but otherwise harmless. My inverter arrived in just two days. With the low price and ease of installation, this has really become a “no-brainer”. Maybe that is why “It worked for me!”





With the cancellation of National Meets over the past two years, “ON THE ROAD TO WENATCHEE” is an opportunity to rekindle your Early Ford V-8 spirit, meet new friends, and connect again with longtime acquaintances. The Puget Sound Regional Group is excited to bring V-8 Club members and their vintage Fords to beautiful Wenatchee, located on the banks of the mighty Columbia River in north-central Washington State. Situated 148 miles from Seattle, Wenatchee is famous as the Apple Capital of the world and is the epicenter of Washington’s system of Columbia River dams that provide hydroelectric power, irrigation, and recreation throughout the Pacific Northwest.

Our July 10–14 event offers opportunities to tour unique attractions, including the Rocky Reach Dam Discovery Center & Fish Ladder, the nationally acclaimed Ohme Alpine Gardens, the authentic Bavarian-themed village of Leavenworth, and majestic Lake Chelan – third deepest lake in the U.S. – and host to a thriving wine industry. July temperatures average 82 degrees with sunshine and blue skies.

Registration and gatherings will be at the recently renovated 50,000 square foot Wenatchee Convention Center. A skybridge conveniently connects to the adjacent Coast Hotel and meet headquarters. Both the Convention Center and Hotel overlook the Columbia River and a scenic riverwalk trail that meanders on a 22-mile loop. Register early to ensure access to hotel reservations.

Register now by clicking on the link from our Home Page: [www.efv8psrg.org](http://www.efv8psrg.org). Sign up online and obtain an immediate email confirmation with the phone number and access code to make a reservation at the Coast Hotel. From the same link, you can download and print a form to register by fax or mail.

Concourse display and judging will be on the lawn at Eastmont Park. Featured throughout the meet is a rare 1935 Brewster Ford Town Car. The Puget Sound Regional Group has hosted two phenomenally successful National V-8 Meets: Coeur d’ Alene in 1992 and Tacoma in 2006. Along with the Wenatchee Convention Center and Coast Hotel, we are committed to creating another exceptional and memorable experience. With the pandemic limiting most V-8 Club ‘20–’21 activities, we expect an enthusiastic turnout of Early Ford V-8s “ON THE ROAD TO WENATCHEE.”

# 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 carbonator, aluminum intake, long tube headers, C4 transmission, 9" rear, and power disc brakes. \$6,500/obo. Call **Rob**, 269-491-9446; email: [1881cd@gmail.com](mailto:1881cd@gmail.com). (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

**Four 14" wire wheels and tires:** Wheels will fit either 5-on-4 ½ or 5-on-5 brake drums. Came off a '51 Ford, so will fit Ford with 5-on-4 ½ lugs from '49s-'70s. Mastercraft A/S IV tires P225/70 R14 M/S. Tire date appears to be 2003, but tires are in excellent condition and like new. Two of the wheels have spinners and two have flat hubcaps with red plastic inserts. \$800 OBO. **Milford Sprecher**, 301-830-2198 or [milford.sprecher@gmail.com](mailto:milford.sprecher@gmail.com).



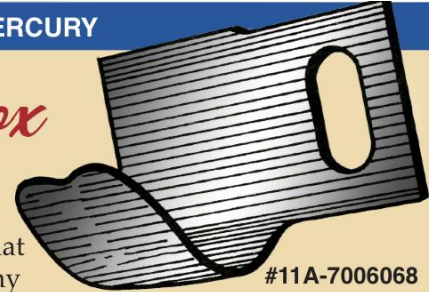
**Miscellaneous items:** Dog dish-style Ford hubcap with white paint near center and battery clock in center: \$25; 4-bladed fan for Model A: \$40; Model A spare tire shiny mirror with leather strap: \$25; same with chain strap and 4 ½" mirror: \$25; three shock dog bones: \$3/ea.; brake master cylinder 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)



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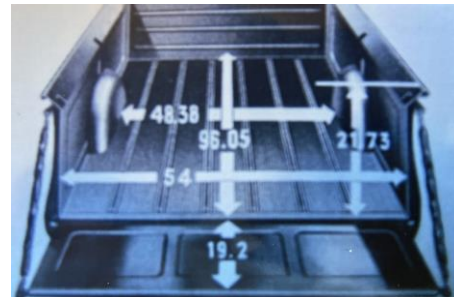
#11A-7006068

(exp. 07/22)

## 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



March	
8	<b>Membership Meeting</b> – 7:30 PM. Program: <i>Shop Talk: Early Ford Touring Readiness Review</i> . 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: <i>NVRG member car exhibition and BYO lunch at Nottoway Park</i> . Presenters: NVRG membership.
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.
May	
10	<b>Membership Meeting</b> – 7:30 PM. Program: <i>Living With 6-volts in a 12-volt World</i> . Presenter: TBD.
11	<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.
31	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.

\*\* Breakfast meeting subject to COVID restrictions. Check for status of breakfast meetings before attending.

Save the Date!	
	 June 1–5: Eastern National Meet, Franklin, TN  July 11–14: Western National Meet, Wenatchee, WA

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