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Value Clatter

Early Ford V-8 Club of America



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

Volume XLIV, No. 4, April 2022

Editors: Nick Arrington & Stephanie Beavers

March Membership Meeting:

Shop Talk - Getting your EFV-8 Ready for Spring

By Dave Gunnarson with NVRG member input



The March NVRG membership meeting was an open forum discussion on what everyone does to get their Early Ford V-8s ready for the upcoming touring season. Tips, information, and recommendations came from quite a few members, including Cliff Green, Keith Randall, Clem Clement, Rusty Rentsch, and Bill Simons. Thanks to all who participated.

Keep reading to learn about the topics discussed. Who knows? Maybe you'll pick up a few new tips that will work for you!

Up Front with the President

April 2022



President's Message April 2022

Our Regional Group now has 128 members, only six fewer than 2021. This is a very positive indication of the value of our club to members. Our membership process is led by Gay Harrington. Many thanks to Gay for her efforts to recruit and retain members to keep our Regional Group vibrant.

A bit of a risk, but I have to say something good about the weather – it's getting to be very conducive to V-8 touring! Our calendar is starting to fill in with several driving and show events over the next couple of months. A welcome change from the lengthy hiatus due to COVID-19. Of particular note is our own Fairfax City car show in May. Check out the calendar in this issue. Another major event is the Eastern National Meet in Tennessee. A number of NVRG members are planning to attend and a caravan of V-8s is being organized by Bill Simons. Check with Bill for more info.

The April membership meeting will complete our trifecta of programs aimed at getting our early V-8s (and our -4s, -6s and V-12s) on the road. In February, we had progress reports on current restoration efforts by several members. In March, we dealt with maintenance and roadworthiness. For the April membership meeting we will meet together, in person, with our V-8s, to celebrate our accomplishments in good weather.

The April meeting will be a major departure – it will be the first time in well over a year that we've had an in-person Tuesday membership meeting. Also, it will be held outdoors in the middle of the day – at Nottoway Park in Vienna on Tuesday April 12 (with a rain date of Tuesday April 19). See the notice in this issue for more details. I look forward to seeing you there.

Best V-8 regards,

John

April Membership Meeting
In-person at Nottoway Park
Tuesday, April 12, 10 AM
 (see details page 21)

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)	

Getting Ready, cont'd.

The Zoom meeting opened with a nice Power-Point presentation by Cliff Green. He covered battery testing and the ignition system. Cliff made several interesting points:

- Test battery voltage – it should be 6.2 VDC minimum, and it's better to have a higher voltage.
- The battery voltage drops to about 3.5 or less with ignition resistor in dash.
- Test coil voltage on distributor between ground and the ignition switch connector on top of distributor. The points must be closed to complete the circuit to have voltage to read. If no voltage, bump the engine to close the points.
- Oil the distributor (wick inside hole) to lubricate the front distributor bushing with engine oil. Probe the wick with a paper clip to create an opening for oil to penetrate to the bushing. Oil this whenever you think of it along with the generator. A worn bushing creates a wobble in the distributor shaft and the dwell can vary with every revolution, causing ignition problems.
- Vacuum break is not as important with our modern gas with octane so much higher than when EFV-8s were produced, so the adjustment screw is turned in 1½ revolutions. (See the Tech Tips article in this issue.)
- The distributor capacitor is usually the leading candidate for why a car has stopped running. Replace this first before trying anything else.



For pre-war cars, the capacitance should be 0.30 to 0.36 microfarads (μF) post-war cars have a capacitor of 0.27 to 0.30 μF . Condensers are tuned to the coil and a capacitor with too high or low a capacitance will cause pitting. When points start to open, the condenser keeps the points from arcing. For a spring tune-up, make sure you have a fresh condenser. Condensers can be affected by temperature and should be good for 5,000 miles. NAPA ECH FA49 (\$11.49) can be used for post-war cars with about 0.31 μF . A good capacitor tester is sold on Amazon for less than \$20.



- Remove and inspect sparkplugs. A good plug for general use is NGK B6L, which are available from Van Pelt in a set of 8 plugs \$27 (7RA-12405-NS) or NAPA. Cliff has a spark plug cleaner that uses compressed air and silica sand for cleaning Champion C10s.
- Check clutch pedal to cross shaft pin – look for wear – see very worn example ready to break and leave the car stranded.



Cliff also shared the contents of his travel tool bag. Cliff's travel kit contains the following:

- Oil seals and bearings – assortment
- Bendix spring for starter
- Fresh fuel pump (Bob Drake has a very nice newly manufactured unit) – Electric fuel pump is a must-have item – prevents vapor lock!
- Set of spark plugs
- Generator brushes
- Plastic zip wire ties
- Condensers
- Radiator hose clamp
- Floor jack
- Disposable gloves
- Blue painters tape to waterproof body seams
- Rain-X
- Magnet
- Temperature gun
- Gloves
- Jumper tester wires
- Assortment of wrenches and hand tools

The discussion then turned to gasoline. There were several recommendations for stabilizing and preserving gasoline in the tank. Sta-Bil and Seafoam were general recommendations and Keith Randall recommended Star Tron marine gas stabilizer, which he buys in a gallon can.



Clem Clement brought up the concept of “deratting” your ride. His process includes:

- Tap bumper and listen.
- Bounce the car up and down – listen for noises: spring shackles, bushings, etc.
- Press on fenders to see if they are loose, which can happen if fender welting is new and can shrink.
- Inspect under car for loose items or things that are shiny and shouldn’t be – all indications of loose connections.
- A roll of paper towels makes a good neck cushion when under the car.
- Rust of a different color could be an indication of a loose connection.
- Tap exhaust pipe and listen and watch for moving parts which shouldn’t be moving.
- A smart mechanics tip (for pouring) is to cut the tip of a conical liquid container screw cap. Insert the conical nozzle tip into a length of appropriate diameter hose through which liquid can then be dispensed by squeezing a container. This eliminates gravity pouring from the container.



Other discussions of items to consider when preparing your car included:

- Check the radiator for leaks and proper fluid level.
- Check shocks for fluid – add correct fluid and stop adding when it starts to overflow.
- Check oil with a pipe cleaner. When inserted along with dip stick the pipe cleaner will clearly indicate the oil level.

Another topic of methods to keep mice off our EFV-8s included the use of:

- Bounce fabric softener sheet
- Peppermint oil (available at Target). Rusty Rentsch sprayed it on tires and mice didn’t climb up.
- Moth balls in engine compartment.
- Bars of Irish Spring soap.
- Commercial pest control is another option.

Water in the engine can be an issue. One way to prevent it is to warm up the engine to a temperature of at least 220°F to remove moisture and spread lubrication.

A fresh battery is one key to being able to start the engine. Battery tenders were discussed.

- Keith Randall – recommends a 4.5 Amp SuperSmart Battery Charger & Maintainer battery tenders from Costco for about \$50.
- Another option is one from Harbor Freight – CEN-TECH 12V Deluxe Battery Maintainer and Float Charger \$20.



- The general consensus was to replace chargers every 5 years.
- Rusty mentioned that it’s possible to cut off battery charger leads and connect them to a plug which fits a cigarette lighter port as the electric feed.

Keeping track of maintenance can be a challenge. Keith mounts poster copies of the vehicle lubrication steps on the wall near the car so they are plainly

visible. He also places a 5"x8" spiral booklet in car and uses it to note mileage driven, maintenance, lubrication, etc.

While no one wants to break down, when it happens you may be glad you prepared. A recommendation to get a premium membership with AAA was made. It includes towing and other services which might make your day better.

If you use your EFV-8 in a lot, Bill Simons recommended converting to alternator – alternator with electronic regulator built in. One option costs about \$500 but is worth it, according to Bill, as it keeps battery at 7 volts and all electrical systems work at full intensity even at idle. Bill used Tom Whitney in California. Classic Automotive Generator Conversion: <https://www.ejwhitneyco.com/automotive.html>

Resources:

For additional resources on getting your Flathead ready for the road visit the [Tech Tips page](#) on the [NVRG website](#).

SPRINGS REVISITED

More About Springs

By Ken Burns

Here's a little more about glovebox door springs. Who knew that anyone could write so much about such a small, barely seen part of a car?

First off, I stand corrected when I stated, "Ford began putting the clock in the glove box door in 1937 and continued this design through 1940." Bill Potter provided the information below:

Ford was producing glove box clocks prior to 1937. I just checked Buzzy's '36 and it has one. Although rare, I have seen '34 Fords with them too. Thanks for the interesting spring article.



Secondly, I misspoke (a.k.a. had a senior moment) when I said, "The spring is located on the right top side of the hinge assembly...". In my defense, it's been several decades since I had the dashboard in the green Woodie wood-grained and installed the spring before putting the dash back in the Woodie. In actuality, there's no way that set up would work.

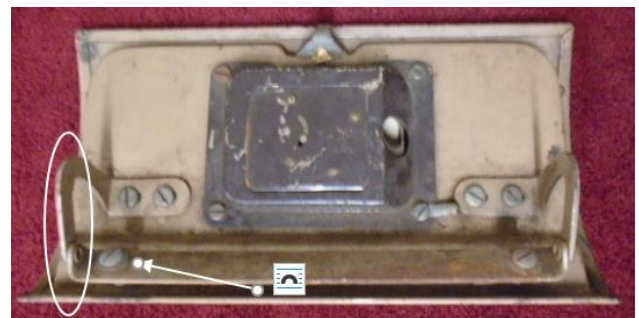


There's no way you could mount the spring on top of the hinge assembly and, even if you could, it would never make contact with the hinge arm. The spring is mounted on the right side *under* the hinge assembly as shown in the image above.

I assembled the dashboards for both Woodies before installing them in the car.



Now I was faced with installing the spring with the dashboard installed *in* the black Woodie. No problem, I thought. Just remove the cardboard glovebox insert from the back of the dash, remove the nut, slide the spring in place on top of the hinge, then button everything up and be done. Wrong! I should have paid attention to the picture in my last article that shows the backside of a 1940 glovebox door. See the way the bottom of the door curves?



Look at the picture below and you can see that a piece of the dashboard runs under the glovebox opening; that's where the hinge attaches.



When you open the glovebox, the door pivots out and downward and the edge of the door tucks under that strip where the attachment nuts and bolts are. You can get to the nuts very easily but you can't get to the bolt heads. So I then took the glovebox door off the hinges and mounted the spring as shown below.



As I mentioned earlier, I had assembled the entire dashboard on a work bench and, with easy access to both the front and the back, it was pretty easy to make the necessary adjustments to align the

glovebox door in the opening and have it latch and unlatch smoothly. You can see that the hinge arm has elongated holes to allow for some adjustment. After several iterations I was finally able to get the door aligned to my satisfaction and to latch and unlatch smoothly.

Below is a picture of the glovebox door in Bill Gillies' 1948 Mercury. He sent the following note to me when I purchased the springs:

This is a picture of my '48 Mercury glove box with the spring just sticking up. When the button is pushed to open the box, the door flops down, no hands needed.

Bill is the V-8er who reproduced the springs. He's got a few left. If you need one, see his ad in the NVRG Automart. He's not going to reproduce any more, so once they're gone, they're gone.



NVRG MEMBERS OUT AND ABOUT

Ames Automotive Foundation

By Milford Sprecher

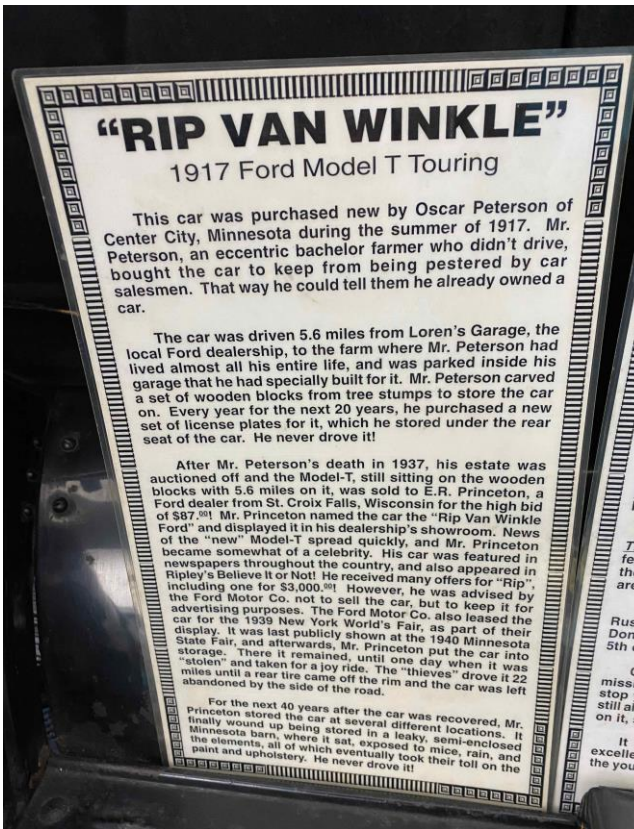
I recently had the opportunity to visit the Ames Automotive Foundation in Marlboro, NH.

Steve Ames was a Pontiac parts supplier who started a collection of well-kept unrestored cars. The museum has around 90 cars, mostly original. One of the draws was a 1917 Model T known as the Rip Van Winkle Model T because it was rarely driven. The car was purchased by Oscar Peterson of Center City, MN, and driven five miles to his home and parked.

He bought it so that car salesmen would stop pestering him about buying a car – because he already had one, he just didn't drive it! The car went through a few owners and accumulated some more miles. When it came up for sale again, Don Lang thought that Steve Ames should purchase it and maintain it as it is, which he did.



Rip Van Winkle 1917 Model T



Another original vehicle is a 1958 Chevrolet Apache Cameo pickup with 1.3 miles that Steve bought from the auction of the Lambrecht Chevrolet dealership in 2018. Steve paid \$140,000 for the truck. The dealership never sold any cars it took in trade because the owner didn't want to hire a second mechanic to prep the cars for sale. He just parked them in a field. The Cameo truck never sold and was stored inside. It did get some damage to the roof when a ceiling beam fell on it.



1958 Chevrolet Apache Cameo Pickup

For more information on the Lambrecht auction, go to <https://www.autoweek.com/car-life/a1939331/lambrecht-chevrolet-auction-top-20-sales-weekend/>.

The preponderance of cars in the collection are from the '60s and '70s muscle cars, although it has some very nice early Ford V-8s. The early V-8s include a 1950 convertible, a 1951 Mercury Sport Sedan and a 1953 Ford. The collection is viewable by appointment only and there is no fee.





The collection has an endowment to maintain it. The current building is quite full and a small expansion is under way. For more information on the Ames collection, go to: <https://www.amesautomotivefoundation.org/home>. Unfortunately, Steve Ames died after a fall in 2020, but his wife, Joan, continues his work and was our host for the visit.



Mason Dixon Gas & Oil Show – 2022

by Nick Arrington



On Friday and Saturday, March 11 and 12, this show just finished it's 26th year and it's like eye candy to anyone who appreciates and collects Gas and Oil Collectibles. Signs and advertising of all types are on display. Held every March at the Frederick, MD, Fair Grounds, it now encompasses two indoor buildings and a huge outdoor flea market. The weather wasn't so kind on Saturday to the outside vendors, but folks from all over the country attended the event and the auction of country store and related collectibles in the adjoining building hosted by Auctioneer Howard Parzow.





Some confirmed sales included a 6' Flying A sign for \$10,000 and a 6' X 3' Invader Oil sign for \$6500 – Check that basement or attic for any old collectibles!



A Ford Fan's Guide to Visiting Richmond Hill

By Dave Gunnarson

Photos by Dave Gunnarson

If someone tells you to “follow Edsel Drive, turn right on Ford Avenue and left on Dearborn Drive,” you know you must be in Ford country. In this case, it’s “Henry Ford’s Southern Town” of Richmond Hill, GA. Although the end of the Ford era in Richmond Hill was about 75 years ago, many of the buildings Henry Ford built in the town are still standing and worth a visit if you are in the area.



A street sign hints at the Ford connection

In late February, my wife, Sarah, and I spent part of a day in Richmond Hill, located on I-95 a few miles south of the Georgia border, on our return trip home from Hilton Head Island, SC. I was interested in seeing Richmond Hill first-hand after spending time researching the history of Henry Ford’s relationship with the city. We had a marvelous visit. If you ever decide to go there, I hope the following description will be a helpful guide. You can also refer to the July 2021 issue of the Valve Clatter to read more about the history of Henry and Clara Ford and their relationship with the land and people of Richmond Hill.

Our visit started by taking exit 20 off I-95 onto Georgia Route 144. Proceeding south, the first thing I noticed was that we were on Ford Avenue and quickly came across a used car dealership named Ford Motors (not from the Henry Ford era nor related to Ford Motor Company). A few blocks later, after crossing Rt. 17, we arrived at the former Bryan County Courthouse Annex, which Ford built in 1938 at 9918 Ford Avenue.



Bryan County Courthouse Annex

Several blocks farther south, at 10512 Ford Avenue, is the Community House, which the Fords built in 1938. It's now the Carter Funeral Home.



Community House

Next door, at 10550 Ford Avenue, is the Martha-Mary Chapel which, today, is owned by Saint Anne's Catholic Church. It's possible to enter this active chapel; however, since it is in use as a working chapel, I very respectfully visited. The interior of the chapel appears to be remarkably original. The original wood floors and pews with light blue cushions are in wonderful condition as is the chandelier Clara Ford chose for the chapel. The Fords attended services here and were usually seated in the balcony.



View from where the Fords reportedly sat inside the Martha-Mary Chapel



Martha-Mary Chapel

Several blocks farther south is the Ford Bakery building at 10750 Ford Avenue, which is currently the Richmond Hill Visitors Center. This building has been faithfully restored to much of the bakery's original condition. The original tile floors and many other architectural features have been preserved. Thanks to the efforts of Christy Sherman, Executive Director of the Richmond Hill Convention and Visitors Bureau, several of the original furnishings, such as a baker's table and the original stand mixer, are on display.



Ford Bakery Building and Richmond Hill Visitors Center

A link to the past you can enjoy today is fruit cake from the Georgia Fruit Cake Company. Ira Womble, the baker who started this company, was recruited by Ford to be the resident baker in Richmond Hill and, after his time there, established the

Georgia Fruit Cake company. He made cakes for Clara Ford and had items shipped to Dearborn. While not made in Richmond Hill, the cake is for sale at the Visitor's Center and I can personally vouch that it's very tasty.



Georgia fruitcake created by the Ford Bakery baker

Next door, at 10770 Ford Avenue, is the former Commissary Building now being used as the Coastal Community Christian Church. The Commissary was a hub of activity during the Ford era.



Ford Plantation Commissary Building

Next to the former Commissary Building, on the other side of Cherry Street, the remains of the Ice House foundation is partially visible, though mostly covered by vegetation. The ice plant was an important part of the iceberg lettuce crop processing.



All that remains of the Ice Plant is the foundation

Heading farther south on Ford Avenue we visited the Richmond Hill Museum, located in the former Ford Kindergarten building. The museum is filled with displays and artifacts related to Richmond Hill's rich history, of which the Fords time was only a short part.



Kindergarten, now the Richmond Hill Museum (being painted)

One item which really caught my eye is the key board for the Richmond Hill Plantation's fleet of trucks and cars.



It is not hard to imagine this board filled with keys for up to 50 Early Ford V-8 trucks and cars during the Ford era

The interior of the building is mostly original and the staff was very helpful, taking time to explain many of the displays and answering my questions.



Christy Sherman points to a picture taken in the kindergarten in the same spot where she is standing with the same Ford Carpentry Shop-made cabinets still in place.



Bailey Carpenter's barbershop (next to the museum) is where Henry Ford had his hair cut whenever he stayed at Richmond Hill.

We turned around and headed north on Ford Avenue. The first stop was the Ford Plantation office building at 230 Greenwich Drive, at the intersection of Dearborn Drive, and which is now a private residence. This building was the administrative hub during the time of the Ford Plantation operations.



Plantation Office

Further north is the Richmond Hill superintendent's home, now the City of Richmond Hill governmental offices located at 40 Davis Drive.



Ford Plantation Superintendent's home

One block north, we turned right onto Cedar Street, entered J. F. Gregory Park, and took the road to the end. A small parking lot there is the start of a very well-maintained walking trail along the banks of former rice fields. It brings to life the former rice cultivation and is a wonderful way to connect with the natural surroundings.



Former rice fields

There are many more structures from the Ford era still standing. Most have been converted into private residences or other uses. Sections of the roadside fencing the Fords had installed are still visible and lasting reminders of their impact to the community.



Typical Ford-style fence

We did not have time to visit the Ford-restored Fort McCallister, reported to be the best-preserved Confederate Civil War fort, or several other local attractions. While the Fords magnificent home has been restored, it is privately owned, not visible from public streets and access is extremely limited. If you ever plan to visit Richmond Hill, there are several on-line resources to help you plan your visit.

1. Historical Markers: hmdb.org/results.asp?Search=Place&Town=Richmond%20Hill&State=Georgia
2. Coastal Bryan Historical Trail (downloadable app.) 64-page Tour guide: <https://365publicationonline.com/RichmondHillDrivingTrail/mobile/index.html>
3. The Hidden History of Richmond Hill Video (37 min.): youtube.com/watch?v=SCMqtVtB-YM

"If you were able to be here longer, or live here, you would discover it daily just when speaking with people around town. What Ford did for families back then is still being talked about and felt today. Also, I don't think it is a coincidence that we still have the best public school system in the region."

- Christy Sherman, Executive Director of the Richmond Hill Convention & Visitors Bureau



LESSON LEARNED

Battery Tender or Battery Tinder?

By: Joe Freund

WOW, AM I LUCKY! Have you set a battery charger or tender on trickle charge for your antique vehicle and then left the charger connected when you were out of town? Speaking from personal experience, I advise you **NOT TO DO IT**.

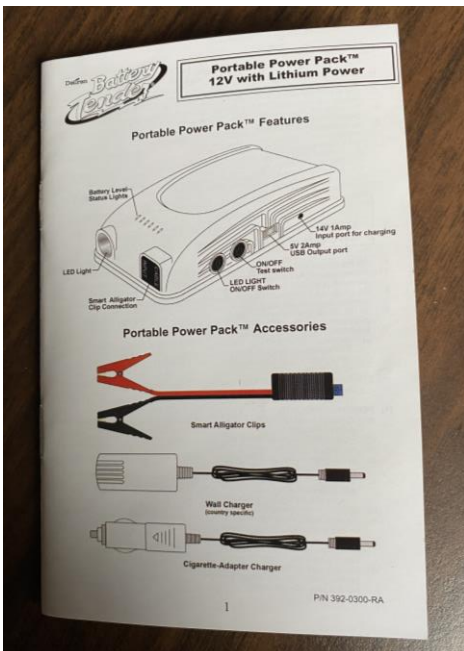
My day in the garage was like any other day – enter the garage, turn on the lights, adjust the thermostat, and turn on the radio. It's my sliver of heaven on Earth which houses seven vehicles and one motorcycle. While working on the '41 Packard and, ironically, disconnecting the trickle charger to start the vehicle, I smelled a pungent electrical smell. I turned around to witness thick smoke coming from the '50 Ford fire engine motor compartment followed by immediate flames two to three feet in height. Fortunately, the hood to the fire engine was open and I ran to grab my 20-lb. capacity ABC dry chemical fire extinguisher. To extinguish the fire, I discharged at least one third of the extinguisher's contents. The battery tender was still smoldering when I grabbed it and threw it out the now open garage door. Upon close inspection, the paint on the fire engine was unscathed and the electrical system, including the truck battery, was not damaged. The cleanup was time-consuming, as the extinguisher contents went everywhere. The shop vacuum, air compressor, and rags were all used for the cleanup. **Had I not been in my garage that day, I would have lost everything, including the building.**





I know it's bizarre to have a fire engine catch fire, but it happens. When I was a volunteer fire-fighter in New York, we had a call to go to a nearby municipality to extinguish their fully involved fire station fire. Those firefighters were out of their fire station on another call when we received a "mutual aid" call. So, yes, weird stuff happens!

I purchased the "Battery Tender Portable Power," manufactured by DelTran and made in China, at Hershey in 2019 from a guy with a booth in a tent. All seemed kosher. It was new in the box and never used. The tender unit was housed in a hardened plastic case with a small light, a set of very short "smart alligator clips" and an electrical cord to plug into an electrical socket. It obviously failed! It haunts me to think about all the times I have left battery tenders plugged in and running while out of town. **Never again!**



FAIRFAX CITY CAR SHOW



SCHEDULE OF EVENTS

ALL DAY ACTIVITIES 10AM-2PM

Cars on Display
Location: Armstrong Street and east and west side of City Hall

KIDS SAFETY DAY ACTIVITIES

10AM - 2PM
Fairfax City Fire Department "Smoke House"
Learn how to escape a burning building
Location: East side of City Hall

ACTIVITIES THROUGHOUT DAY

11AM - 2PM
C.D.Hylton High School Engine Team
Watch them build an engine against the clock.
Location: Armstrong Street at the bottom of the steps

10AM - 2PM
Fairfax City Police Department "Lend A Hand"
Help our Police fight crime by dipping your hand in washable paint and leaving your hand print on a Police cruiser.
Location: East side of City Hall

11AM - 2PM
Live Music: Legacy Pops Sextet
Come listen to this brass band with the repertoire of pops, swing and light rock.
Location: Front Steps of City Hall

10AM - 2PM
Fairfax County Sheriff Department "Fingerprinting Station"
Stop by to have your fingerprinting done.
Location: East side of City Hall

2PM
Car Show Trophy Presentation
Sponsored by Supporting Businesses
Location: Front Steps of City Hall

FOOD FOR SALE



The Story of “Tucker” – Our 1940 Ford Woody Wagon

By Judi and Clift Hardin

In early Fall 2020, Clift decided it was time to own a Ford V-8 again and it was going to be a 1940 Ford Woody Station Wagon! I wholeheartedly agreed with his decision if he would agree to certain requirements. The car had to be affordable, running, road-worthy and in good condition both mechanically and cosmetically. It was *not* to be another ground-up restoration project; however, fixing minor issues would be allowed!

The search began immediately and it wasn't long before Clift had found a possible match that met all the requirements. The Woody was located just outside of Concord, NC, making it close enough that we could easily travel to see it. After exchanging multiple emails and receiving many pictures of the Woody from the owner's assistant, we knew we needed to make the trip to NC to see the car in person.



Tucker in the previous owner's garage

Armed with face masks, hand sanitizer, disinfectant spray, rubber gloves, and money (to leave a deposit), we left VA on November 5, 2020.

Arrangements had been made to view the Woody and talk to the owner, Mr. Tucker, at his corporate office (a shoe manufacturing company named “Shoe Show”) early the next morning. Upon arriving at the parking lot, there sat a super nice 1940 Ford Woody Station Wagon just waiting for us to look at it, buy it, and take it home!

Excitedly, we proceeded to take a look and were very pleased with what we saw. The paint, bright work, interior, and upholstery on all three seats were excellent! The top and the original wood were good. My vote was that this Woody was a winner! Clift gave the car a much closer inspection from top to bottom, talked to the mechanic and the owner's assistant, took the Woody for a test drive and obtained documentation on prior mechanical work done by the present owner.



Pleased with what he had seen and the information he was given, Clift met with Mr. Tucker and sealed the deal to purchase the Woody. Mr. Tucker seemed pleased that his Woody was being sold to someone who was knowledgeable of and had previously owned 1939 to 1941 Ford V-8 vehicles.

Due to COVID concerns, restrictions, and closures; the holiday season; winter; and DMV paperwork delays, the Woody did not arrive at its new home in VA until February 2021.

Clift and a friend with a roll-back left VA very early on February 24, drove to Concord, picked up the Woody, and drove back to VA all in one day – exhausted, relieved, and happy to have the Woody home!

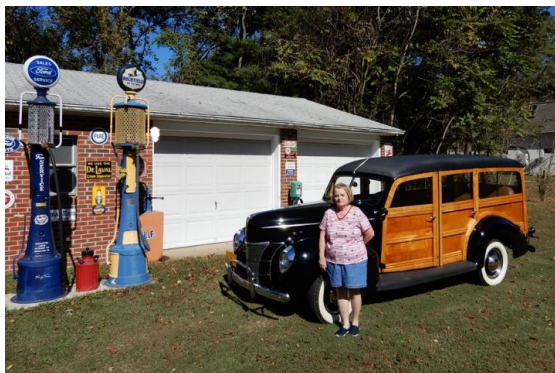
Finally, it was time to let the fun begin! The Woody was our new toy and, of course, there were a few things that we wanted to do to it to make it more original. As the weather warmed, someone (I think it was me) decided that the wood needed a fresh coat of varnish! That should not be too difficult – we would sand the wood a little and apply one (or two) coats of the same type of marine varnish Clift had used on the 1941 Ford Woody Wagon he restored years ago.



A little varnish work and Tucker will look like the day it left Iron Mountain.

Sandpaper in hand, we went to work! After taking off the top layer of the old varnish, we bought a new can of the exact same varnish Clift had used on the 1941 and applied one coat to the wood. Wow! That one coat made the wood look beautiful! We decided that we would apply a second coat once the first coat dried. A few days went by and we noticed that the first coat of varnish still felt tacky and we began to worry – a lot! The month of June 2021 was spent checking the varnish several times every day. Some days it seemed less tacky and we kept hoping it would finally dry. We also did a lot of research trying to find the reason why the varnish would not dry properly. The remedies we found for tacky varnish did not work either. By the end of June, we had accepted the fact that we would have to start over!

Many days in July and August were spent in the garage hand-sanding the Woody down to bare wood. By September, the wood was ready to be varnished. Thanks to advice from club member and friend, Dave Westrate, we used Epifanes Marine Varnish, which dried quickly between coats and let us successfully apply five coats to the wood. Tucker’s wood really shines now! In retrospect, I guess this was a good project to work on during the pandemic – we stayed home, we were busy, we were outside, and we were social distancing!



The only other projects we tackled during the fall of 2021 were rewiring the rear tail/brake lights and replacing the wire leading to the fuel-sending unit inside the gas tank. To get to the opening in the floor where we could access the tank, we had to push the third seat forward. In doing so, we were excited to find an original tag on the springs of the third seat showing the 1940 Part Number beginning with 01A. Later, we checked the springs of the middle seat and found an original tag on those springs too!



With our work completed for 2021, we closed the garage for winter. However, Clift has been busy thinking, dreaming, and looking at catalogues to decide what projects we will do in 2022! I am willing to help as long as there is no sanding involved! We love our “Tucker”!!!!!!!

Fellow Clubbers,

The CDC Breakfast series will be again restarted after period of no-CDC, on the second Wednesday of the month, started at 9 am. Clubbers, family, guests, friends and neighbors, welcomed as always. Meet us at the [Silver Diner](#), 12251 Fair Lakes Pkwy. Fairfax, VA 22033. 703-359-5999

Rules in effect: No speachin’, flapjawin’, or the polishing of hubcaps at the breakfast tables. Weather permitting, bring yer oldy autos.

Regards,
Clem
PS: no paying



Memorial to an “Extraordinary Vehicle”

A line penned by former U.S. Secretary of State Henry Kissinger can easily and aptly be applied to Early Ford V-8 enthusiast and Early Ford V-8 club member William B. Fox. Kissinger wrote, *“It’s amazing what extraordinary vehicles fate chooses to carry out her designs.”* Bill Fox was chosen by fate to not only love and restore an extraordinary 1934 Ford vehicle, but also to become that “extraordinary vehicle” whose designs became the buildings of the Early Ford V-8 Foundation Museum in Auburn, IN.

When Bill Fox left us – at the age of 90 – to continue his work in the celestial garage above, on many levels he was the epitome of that extraordinary vehicle. Bill had a lengthy and productive career as an architect in the greater area of MD and VA and was especially proud of being the primary architect of several churches, hospitals, and other buildings. However, his longest-running challenge was rendering the designs for the Early Ford V-8 Foundation Museum, which he took from single building idea in 1999 to three phases of design and construction: Phase 1, which opened in 2009; Phase 2, in 2019; and the newest, Phase 3 opening in 2022.

As I was a trustee of the Early Ford V-8 Foundation and its president over a span of 10 years, I can truthfully say my time with Bill convinced me his work on behalf of the Early Ford V-8 Foundation and Museum was a true labor of love. I gained more insight into this extraordinary vehicle of a man when I retired back to VA. It was then I would drive to Bill’s home – which he also designed – stay overnight, and then the two of us would travel to Auburn for an Early Ford Foundation trustee’s meeting. On those trips I learned he loved his wife, daughters, and many grandchildren with a love that knew no bounds. I learned Bill was proud of his service in the U.S. Air Force during the Korean War. I also came to enjoy Bill’s creative personality that distinguished him as a good architect – he was inspiring, intelligent, curious, could talk in mathematical terms and budgets, and could meld the hurdles of building codes into his designs. Bill had that rare capacity to think freely, as he knew he was not only helping Early Ford V-8 enthusiasts build their museum, but he also knew the importance to the public of seeing the iconic Ford Rotunda come back to life. During

Early Ford V-8 Foundation trustee meetings, or in contractor sessions, Bill was a patient listener but also a strong individual who knew he could not be shy if he wanted to get his ideas across. From Bill I learned a good architect melds sound construction with sensory stimulation while coping with economic and political cycles.

In 2020, Bill and JoAnn Fox donated their Dearborn-winning 1934 Ford Roadster to the Early Ford V-8 Museum. Thus, it is easy to surmise that when St. Peter asked Bill if he had done good works on earth he likely responded with a line from scripture, *“Let the work I’ve done speak for me.”* Bill Fox’s legacy is not only being an extraordinary man who helped beautify America by restoring an extraordinary art deco-era automobile, but also by his role helping build the extraordinary “garage” that now houses it. In truth, that Auburn complex, and many others, speak for this unique and special man.

– Bill Tindall



William B. Fox’s legacy is his design for the Early Ford V-8 Foundation Museum



Bill and Joann Fox pose beside the 1934 Ford roadster they donated to the Early Ford V-8 Foundation in the building he designed and helped build.

NVRG member Don Pauly's US Navy active duty career spanned 30 years, from 1951 to 1981. Here we present Part 2 of a 6-article series Don wrote for the *Tin Can Sailors* publication, recalling his experiences over the years.



FIRST DESTROYERS TO THE SCENE IN THE CUBAN MISSILE CRISIS

By CAPT Donald E Pauly USN Retired

In the summer of 1962, I became XO and Navigator of the Charleston based destroyer USS FURSE (DDR 882). We were involved in the usual underway operations in the Atlantic until early October, when we returned to our homeport to prepare for an INSURV inspection which was a vital first step leading to our FRAM ONE conversion scheduled to begin in January 1963. We were required to open all machinery and equipment for close inspection, then carefully reassemble everything to make it operable again. That workload was so heavy that we granted no liberty during the week of the inspection, even though we were in our homeport. Because of that tough week, and with the concurrence of the CO, I promised our hardworking crew that we would have a long weekend liberty upon completion, and it would start on Friday at noon. We got high praise from the INSURV inspectors for our excellent maintenance of the ship, and the inspection results would now be used in planning for FRAM. So Friday as promised, our long weekend liberty began at noon. It was Oct 19. The liberty party joyfully left the ship, some headed for home and families, and others for favorite local haunts. Liberty would not expire until Monday morning.

But the best laid plans do not always work out, and a very unexpected situation arose. On Saturday about 1700, the CO was notified by our Squadron Commander that we must get underway at midnight on a secret assignment. The Duty Officer immediately contacted the local Shore Patrol to round up all FURSE crewmembers and return them to the ship. A massive phone calling effort was only partially successful in locating other crewmembers. It soon became apparent that we would most likely be missing more than 50 men despite our best efforts on the recall. We therefore obtained permission to request assistance from a sister ship, USS EUGENE A GREENE, which was then nearby in the shipyard drydock. I sent their XO a list of our most urgent needs by rate with the request

that they be aboard for a 2400 departure. As the time approached 2300, about 30 GREENE crewmen came marching down the pier toward us. I then noticed that in the center of their ranks were men carrying someone on a stretcher. That man turned out to be a QM3, out cold from a night on the town, but a man I desperately needed to do chart corrections since I still did not know our secret destination. I had not been able to locate either of the two FURSE Quartermasters who were our entire QM gang and who were both on well deserved liberty. We put the QM3 in a bunk, and he awoke the next morning at sea, realized he was on a strange ship, and started shouting "I've been shanghaied!" He was right. I had navigated us out to sea without any QM assistant- my Charleston area charts were always corrected up to date - and when the CO revealed his secret orders, learned that our destination was Cuba. Now we needed the QM3 to actually enter the filed corrections on the charts for the transit to Cuba. He did a good job. We were in company with USS NEWMAN K PERRY but knew only that we were to head to a specific position between Cuba and Florida, and that we must have our Tacan beacon ready to provide a navigational fix for aircraft.

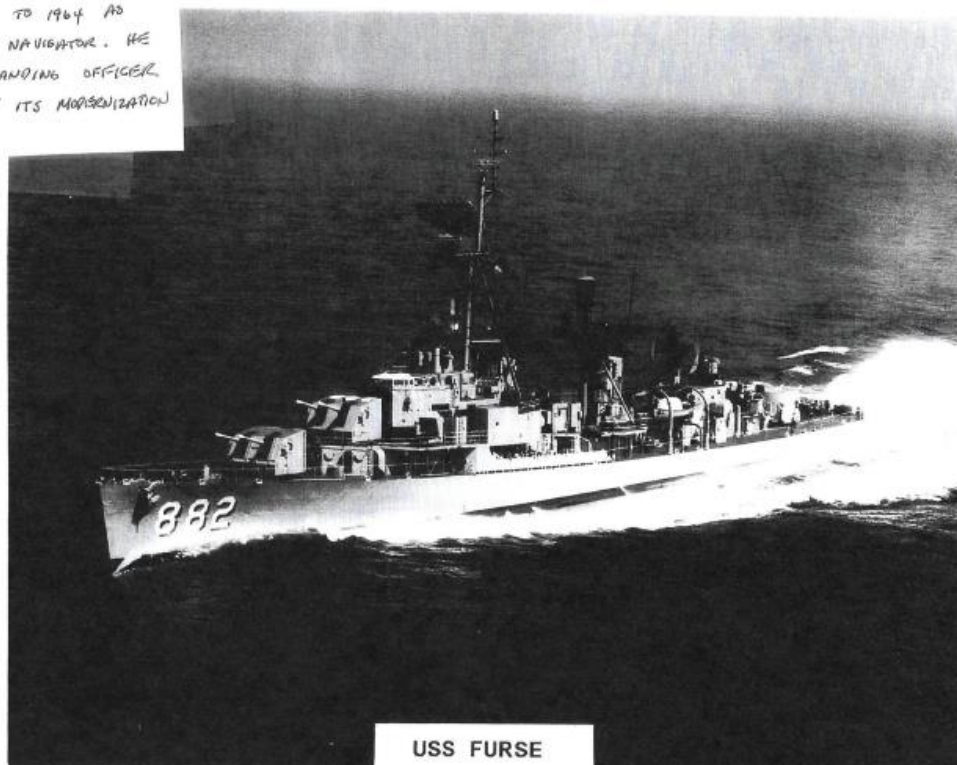
By Monday afternoon we were alone, slowly steaming around our designated position. The N K PERRY had departed from us to carry out her secret assignment. That evening, Oct 22, along with most of America, we listened to a radio address by President Kennedy. It was then that we learned of the Soviet missiles secretly installed in Cuba and the crisis situation now at hand. We realized that we were very close to an actual conflict. Our role was to be the final navigation reference for massive air strikes against Cuban targets, which would likely be ordered if the Soviet ships bringing additional missiles to Cuba continued on their present course. We were still short over 20 men, so we chose to man all weapons and sensors and accept serious reduced manning in our damage control parties. The GREENE men were working well with our crew and we continued to train for whatever might be ahead for us.

Tuesday morning dawned, and as we scanned the horizon we saw a small rowboat with three men aboard. They were rowing and bailing, and one removed his shirt and set it on fire to be sure we saw them. We moved over to them and brought them and their leaky rowboat on board. They had evaded Cuban patrol boats during the night and were now trying hard to make good their escape from Cuba by rowing to the USA using a toy magnetic compass in a cigarette lighter for navigation. They had no water and only a small bag of sugar for food - and it was soaked with saltwater. We fed them and had our HM treat their sunburn and blisters, gave them new clean clothing, and assigned them to bunks for rest. With the aid of a Spanish speaking crewman, I told them they were now safe, and that they should not be afraid if they heard alarms because we would be conducting training and drills. They replied that their only fear was being sent back to Cuba, and that they would rather be eaten by sharks. We sent a message which brought a Coast Guard cutter out, and we transferred them and their boat - which we patched up - for transport into Key West. The generous FURSE crew also contributed money to each man, hopefully to help them start their new lives in the USA.

Meanwhile, a massive blockade had been ordered and many more destroyers and other ships of the Atlantic Fleet were now enroute to enforce that plan, which became known as a "quarantine". The next week saw US Soviet relations become very tense as our quarantine line of ships was fully formed. High level talks continued and at last the inbound Soviet ships stopped, and then finally, they reversed course. On Oct 28 an agreement was announced which involved the removal of offensive missiles from Cuba. FURSE was given a new assignment to patrol just outside Havana harbor to observe that missiles were truly being removed by ship. The new orders directed that boarding parties to inspect such ships were to be led by the destroyer XO instead of the LT usually assigned, so I reviewed all I would need to know and also did some quick small arms target practice off the fantail. But all Soviet ships chose to come out of Havana at night, and the orders we had received also specified that no boarding was to take place at night, so our boarding party never had to board. We accompanied each departing Soviet ship down the line until relieved as escort by the next destroyer on station. The quarantine continued until Nov 20 when all missiles had been removed.

By now we had spent many weeks on this very unexpected mission. FURSE had been relieved a few times in order to make very brief refueling stops in Key West, but there had been no liberty, except for the very last stop which was an overnight refueling. We were then permitted to go ashore in uniform, but were reminded that this was a "wartime" situation and that we could not talk about our operations at sea. The FURSE crew descended on the famous Sloppy Joe's bar, where much of the tension of the past month was quickly relieved by a very impromptu ship's party - but that's another story.

GERARD CLASS DESTROYER
WHICH DON SERVED ON
FROM 1962 TO 1964 AS
EXEC AND NAVIGATOR. HE
WAS COMMANDING OFFICER
THROUGHOUT ITS MODERNIZATION
IN 1963



USS FURSE

April Membership Meeting Nottoway Park EFV-8 Car Display

April 12 / Rain Date: April 19

Event Schedule

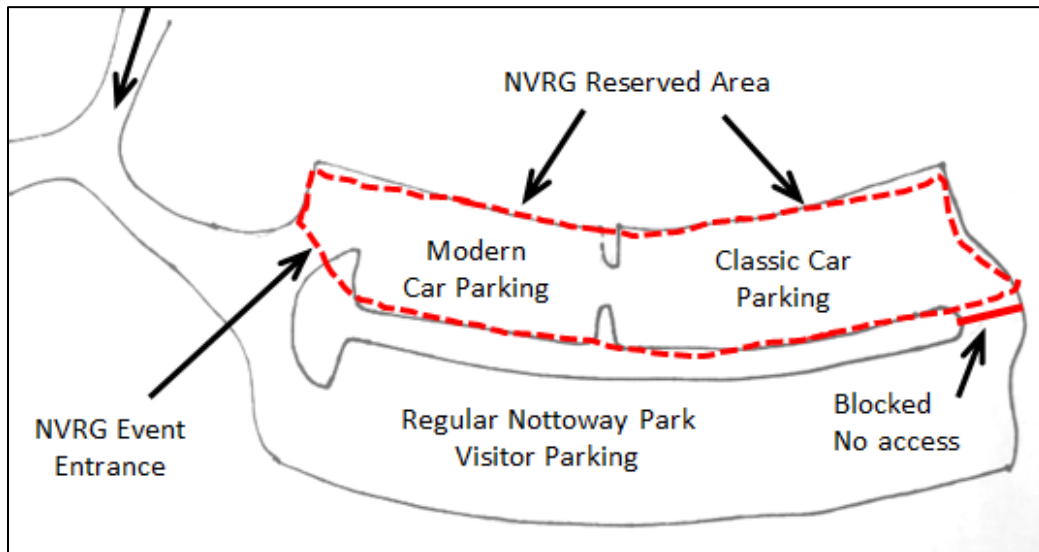
10:00 – 11:00	Arrival and parking
11:30 AM	Remarks by President Ryan
11:30 – 12:30	Lunch (Bring Your Own)
1:00 – 2:00	Departure window

Fellow NVRGers it's time to get your EFV-8 out of the garage and over to Nottoway Park for our first in-person membership meeting in two years! Unlike our typical membership meetings at Nottoway Park, this event will be in the middle of the day and avoid the morning and evening rush hours.

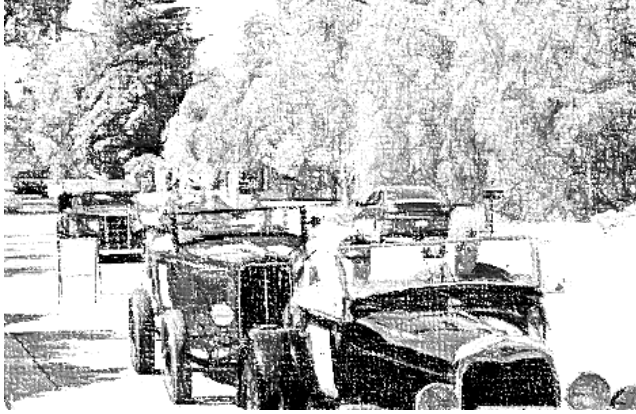
A parking lot has been reserved for our event so our EFV-8s can be set up like a car show. Unlike a car show, this event will be mostly for us all to get together and have time to talk, admire the cars, and enjoy the company of fellow NVRG club members. EFV-8s will be parked together and there will be a place to park your other classic car if you choose to bring one of those instead. There is a reserved area for NVRG modern car parking too.

Bring your own lunch and lawn chairs. In case of inclement weather, the rain date is Tuesday, April 19. Hope you can make it in whatever vehicle you have, as the most important thing is sharing the fellowship of other NVRG members. Family, kids, grandkids, and friends are all welcome. Hope to see you at Nottoway Park. Questions or comments, please contact Dave Gunnarson at 571-776-6393 or gunnarson@verizon.net.

Directions to Nottoway Park, 9537 Courthouse Rd, Vienna, VA 22181: Enter the park and take the road past Hunter House and to the end. The NVRG Car Display is in the first section of the parking lot to the left. Modern cars park in the first section and classic cars in the second section (see map).



**2nd ANNUAL SPRING RELIABILITY RUN
APRIL 22, 2022**



It's time to dust off the V-8 that's been sitting quietly in your garage all winter, give it a good check-up, and get it out on the road to make sure it's up to the touring season ahead. Accordingly, we will be having our **2nd annual Spring Reliability Run** on Friday, April 22. Normally, NVRG has a Poker Run in April, but, because of lingering COVID concerns, we have again opted for an event that will allow members to drive their cars while minimizing contact with other persons. And, since most of our touring members are retired, we will hold the event on Friday instead of Saturday in order to avoid local weekend traffic congestion.

Our Reliability Run this year will feature a number of scenic, lightly traveled VA country roads, some of which we have traveled before, as well as some new ones, and will be approximately 80–100 mi. in length. We will stop at an interesting winery mid-trip that has a picnic area where you can enjoy the lunch that you brought with you or that you purchased from on-site vendors. Of course, wine tastings will be available for our wine connoisseurs.

If you'd like to participate in this event, please call Hank Dubois at 703-476-6919 or email him at handcdubois@verizon.net. We will be leaving from Fair Oaks Mall at 10 AM so participants should plan on being at our usual spot at the mall by 9:45 AM to receive instructions/directions for the run.

**NVRG CAR DISPLAY AT HUNTERS WOODS AT TRAILS
EDGE IN RESTON
MAY 7, 2022**

NVRG has been invited to show our cars at an event that Hunters Woods at Trails Edge retirement community is putting on for their residents on Saturday, May 7, from 12 noon–3 PM.

NVRG members will recall that we conducted a drive-by car show at this community in May 2020. The event was very well received and is still being talked about by the residents. Unlike the drive-by show, however, this year's show will give the residents an opportunity to see our cars up close and to talk to us.

In addition to our vintage car display, this year's event will have a number of other activities going on that have an equine-related theme in recognition of the Kentucky Derby which is the same day.

The community will also provide lunch for everyone in our group. We will gather at Fair Oaks Mall at our usual spot by 11:30 AM on May 7, caravan together for the short drive to the community, and be in place at the community by noon.

If you would like to participate in what promises to be a really fun event, please call Hank Dubois at 703-476-6919 or email him at handcdubois@verizon.net and indicate the car you will be driving/showing and the number of persons that will be with you. Also, please specify anything about yourself and/or your car that you'd like to include in the community's program for the event. Please provide your information to Hank no later than April 30.



**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 mee 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 / cell 202-734-2211



They're Still Out There!

Courtesy Dave Gunnarson

Spotted recently on Hilton Head, SC is this food truck Woodie. Check out the rear fenders! This is proof that good concepts and designs never die.





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. 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

or to

Email: 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. 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

1932 Ford Coupe: Black with grey upholstery. Equipped with more powerful V-8 motor. Parked by my grandmother in 1947. She never enjoyed driving it because it didn't have the small windows behind the roll-up windows which created a blind spot for her. Was always kept in carport that my grandfather enclosed into a shed in 1951. My nephew says it will roll out the double doors if buyer takes off the 4 fenders and bumpers. Is presently up on blocks and tires will hold air. Speedometer indicates 19,874 miles. Has original DC title and paperwork. I'm told it is worth \$5000–\$6000. Can be seen by appointment. Call **Hope** @ 202-844-1212



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. (exp. 04/22)



1953 Ford 50th Anniversary Crestline Victoria Hard-top: 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)



PARTS & ACCESSORIES FOR SALE

Battery Tender: State-of-the-art 6- or 12-V capability. Used very little. Can also be used to start campfires, roast hotdogs and eliminate airborne COVID virus. Unit includes a fire extinguisher. For more information contact Joe Freund at joeshotstuff.com.



Plastic Storage Bins: Two official General Motors Corporation "Service Part Operations" hardened plastic bins with interlocking lids. One lid has several small cracks that don't impact operation. Height 12"; width 16" at top, 14" at bottom; length 25.5" at top, 24" at bottom. \$40. **Joe Freund**, 703-627-1533 or joefreund@verizon.net. (07/22)



Durand Steel Shelving Unit: Four sturdy levels of shelving. All shelves can be adjusted to various heights. Already disassembled and ready to go. Height 72.25"; width 96.50"; depth 36.50". \$50. **Joe Freund**, 703-627-1533 or joefreund@verizon.net. (07/22)



Steel Safety Gate on Wheels: From Home Expo Center. Length fully extended 20' 2"; length closed 34.75"; length with handles each end 38"; height open 45"; height closed 55". \$130. **Joe Freund**, 703-627-1533 or joefreund@verizon.net. (07/22)



Steel Tool Cart on Wheels: Height 38.25"; width 16.75"; length 37"; length with handle 42"; three levels of shelves; slide out shelf depth 12.75" x Length 16.75". \$35. **Joe Freund**, 703-627-1533 or joefreund@verizon.net. (07/22)



Air Hose on Reel: Can be ceiling- or wall-mounted. This is unused and in new condition. Probably from HF where the reel and hose are sold separately for about 50 bucks. I'd like \$35. **Dave**, 703-938-8954. (07/22)

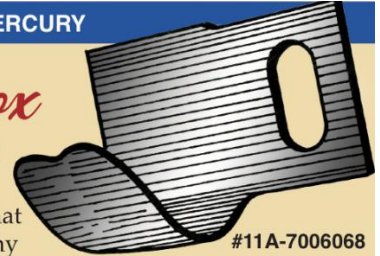


Four 14" wire wheels and tires: Wheels will fit either 5-on-4 1/2 or 5-on-5 brake drums. Came off a '51 Ford, so will fit Ford with 5-on-4 1/2 lugs from '49s-'70s. Mastercraft A/S IV tires P225/70 R14 M/S. Tire date appears to be 2003, but tires are in excellent condition and like new. Two of the wheels have spinners and two have a hub cap with red plastic inserts. \$800. **Milford Sprecher**, 301-830-2198 or milford.sprecher@gmail.com.



'41-'48 FORD & MERCURY

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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*

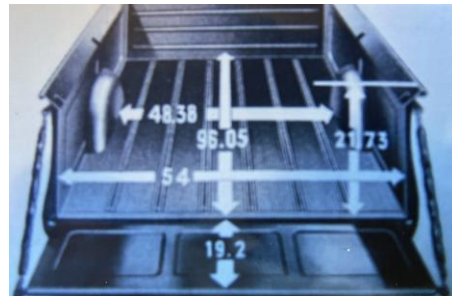
#11A-7006068

(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



April	
12	Membership Meeting – 10 AM – 2 PM. Program: <i>NVRG member car exhibition and BYO lunch at Nottoway Park</i> . Presenters: NVRG membership.
13	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net .
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
22	Spring Reliability Run/Tour – 10 AM departure from Fair Oaks Mall (see details page 22).
26	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
May	
7	NVRG Car Display at Hunters Woods at Trails Edge, Reston – 12 noon–3 PM. 11:30 AM departure from Fair Oaks Mall (see details page 22).
10	Membership Meeting – 7:30 PM. Program: <i>Living With 6-volts in a 12-volt World</i> . Presenter: TBD.
11	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net .
14	NVRG-Fairfax City Show
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
31	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
June	
1–5	Eastern National Meet, Franklin, TN
8	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net .
14	Membership Meeting – 7:30 PM. Program: <i>Eastern National Meet Review</i> Presenter: Membership
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
19	Sully Father’s Day Show
28	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Save the Date!



-  May 7: Hunters Woods at Trails Edge car display
-  May 14: NVRG-Fairfax City Show
-  June 1–5: Eastern National Meet, Franklin, TN
-  June 19: Sully Father’s Day Show
-  July 11–14: Western National Meet, Wenatchee, WA

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	Nick Arrington	nta1153@verizon.net
Want Ads	Nick Arrington	nta1153@verizon.net
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NVRG Car of the Month
Chris Sanders « 1933 Ford 5-Window Coupe



FIRST CLASS MAIL

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Early Ford V-8 Club
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Vienna, Virginia 22183**