




Northern Virginia Regional Group

www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

Volume XLIV, No. 5, May 2022

Editors: Nick Arrington & Stephanie Beavers



April Membership Meeting: Nottoway Park EFV-8 Car Display

By Gay Harrington

The idea to hold our April membership meeting outside at Nottoway Park and enjoy a bring-your-own picnic lunch together was our Director of Programs Dave Gunnarson's. The meeting/picnic was open from 10:00 AM until 2:00 PM, and the weather was perfect – at first slightly cloudy and overcast, turning to sunny and warm. By lunchtime, our circle in the shade was a sun circle, but it just felt *good* to be outside together again. The historic Hunter House is still unavailable to us due to Fairfax County COVID closures but, after two years of not having in-person membership meetings there, we were able to gather again at Nottoway Park in Vienna, VA.



During 2020, our NVRG membership meetings went online via Zoom due to pandemic restrictions. Membership meetings continued to be held at their usual time of 7:30 PM on the second Tuesday of each month. Dave Gunnarson made these Zoom connections happen to allow us to get together virtually and continue to have access to good speakers and topics to keep us going through the COVID years. On Tuesday, April 12, 2022, however, our local members met during the daytime and outside for the first time in two years.

Up Front with the President May 2022



President's Message May 2022

*Spring has sprung
Fall has fell
V-8s are ready
Ain't it swell*

I couldn't resist a poetic attempt to celebrate our two recent in-person events. First, the April membership meeting (outdoors at midday at Nottoway Park) was the first in-person membership meeting in nearly two years. It was a rousing success due to the perfect weather and an excellent turnout of early V-8s and a few other very attractive non-EFV-8s. Thanks to Dave Gunnarson, our programs chairperson, for organizing this unique event.

Our second in-person event was the "Reliability Run" on Friday, April 22. Another success: six EFV-8s, three Model A's, and 1 modern car – again in perfect weather. Nineteen persons participated in the Run and another member joined the group at the winery for lunch. Overall, a great start to the touring season. Thanks to Hank Dubois for planning and leading the Run. Read more about it in this issue.

The May membership meeting will again be on Zoom. Our usual meeting location, the Hunter House in Nottoway Park, remains unavailable for any meetings. In fact, all of the historic houses in the Fairfax County system are unavailable. However, your Board of Directors is actively searching for a viable in-person venue for future meetings.

The program for the May membership meeting is "Living with Six Volts in a Twelve Volt World." The program will cover diagnostics and improvements, including upgrading to LED lighting. Dave Gunnarson will present an overview and then moderate a group discussion.

Best V-8 regards,

John

May Membership Meeting
Tuesday, May 10, 7:30 PM
via Zoom
(see details page 31)

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)	

April meeting, cont'd.

And what a welcome day it was! I counted 40 attendees, all smiling, and a few beaming – as though they'd finally been freed from their bird cages. Forty may be a new record number for members in attendance at a membership meeting! Thank you to everyone who came out to make this day special. Jim Crawford of Bryantown, MD, gets a special shout out for the "Most Distance Traveled" to get to the meeting. It was wonderful to see so many NVRG friends again!

Coming into the reserved parking lot we were welcomed by our official Early Ford V-8 Club of America Northern Virginia Regional Group banner and fellow members.



A table with free items from the Steve Ross collection was available for all to peruse and share. It's always fun to see members culling through boxes of who-knows-what parts that might be useful to recycle and restore to keep our old vehicles going.



Everyone walked around, talked, set up chairs, and generally enjoyed being together. Around 11:30, our President, John Ryan, called our meeting to order, expressing that he planned to keep it short so that we could enjoy lunch and conversation together.



Tour Director Hank DuBois informed members of the upcoming Reliability Run set for Friday, April 22. In addition, on May 7, the NVRG has been invited to a display-your-car day that includes lunch for those who participate (details will be sent out in an email and published in the May edition of the *Valve Clatter*). Dave Westrate updated everyone on the status of the May 14 Fairfax Car Show, and offered that the Fairfax team is doing great, but the NVRG will be needed on the day of the show to handle registration, parking, some judging, and other day-of-show duties. Volunteers were encouraged to contact Dave Westrate.

We had 18 old vehicles show up at our Nottoway Park meeting.



There were ten Early Ford V-8s, two Model A's, and several other old beauties that couldn't help but get our attention. David and Susan Skiles' handsome 1934 Ford Cabriolet was looking good; Bill and Liz Simons showed up in their 1934 Ford that Bill has owned since he was a teenager –



... and Hank DuBois rolled in with his 1935 Ford three-window coupe.



Jim and Connie Baker and Jim Gray added to the 1930s years with their impeccable 1931 Model A Fords. Dave Blum represented the Lincolns of the decade with his 1939 Zephyr. The decade of the 1930s had the highest representation of cars for the day. Our Woodie Platoon for this event numbered three from the 1940s: Cliff and Sandra Green's 1940 Deluxe, known fondly as "Green's Acres"; Ken and Helen Burns' 1941 black-colored Super Deluxe; and Nelson Ford's 1947 maroon-colored Super Deluxe station wagon.



"Budster," my 1949 F-1, joined the 1940s team and was happy to be on the road again. Bob Belsley's 1950 Ford Tudor, Frankie Martin's 1951 Ford Custom, and Leo Cummings' 1954 Ford Pickup Truck represented the Fords of the 1950s.



But that isn't all, folks. We saw some other automobile treasures from the '50s '60s, '70s, and '80s as well. Bill Lightfoot drove an exquisite 1957 black and silver with red interior Chevrolet Corvette –



... and equally gorgeous was Jerry Atkins' 1965 white over black Ford Mustang convertible. Joe and Sara Freund entered in their green-colored 1972 Triumph TR6. The most unique car of the day had to be Nick Arrington's. He and fellow member Ray Lambert rode in and heads turned—what IS *THAT*? Ray told me it "rides like a Cadillac – smooth and quiet."



Hmm... Sure didn't look like a Cadillac, so I asked Nick to tell me more about this one-of-a-kind vehicle. Here, in Nick's own words, is the backstory:

"I have named this car 'Scrapple' – because it includes all parts of the Hog – started life as a 1955 Ford Crown Victoria. Built in the '60s by a mechanic in Culpeper who ran a 2-car general repair garage. He replaced the Ford Y Block with a 283 Chevrolet V-8 and coupled it to a Borg Warner T-85 3-speed transmission with O.D. He cut the body back behind the stainless steel trim divider and worked a '58 Mercury Turnpike Cruiser electric rear window in place. Then a '54-'55 Dodge station wagon gave up its rear section and tailgate for the rear body section and fuel fill tube was moved to the driver's side. The '54-

'55 dashboard from the Mopar donor wagon ended up in the interior. The reworked tilted quad headlamps were the rage at the time and the stock hood was reworked. Rear fin areas copied a '55 Pontiac Design. The rear axle is Mopar and appears to have been repositioned back several inches to accommodate the reworked rear body. The front grille bars are from a 1946 Hudson. Original owner died in the early '90s and his son retired the car in 1996. I saw it advertised as a '1955 Custom Ford Ranchero' and called about it, since Ford didn't build a Ranchero till 1957. I have sorted out the car mechanically from its almost 30-year hibernation and plan to leave the exterior alone. It is a testament to when building a Hot Rod included a relationship with your local junkyard and lots of hands-on talent. The truck has parts and components fitted from Ford/Chevrolet/Pontiac/Dodge/Studebaker and Hudson."

It occurred to me when Budster and I got home from a nice day with good friends that Dave Gunnarson had, once again, kept us together with his good ideas and willingness to make things happen. While Dave's unique 1935 Ford demonstrator truck is being assembled, Dave drives another vehicle that is well known to his NVRG friends – a green Ford Starcraft van with over 225,000 miles on it. There are stickers from the many states it has traveled to over the years, and Dave says he "has more to add."



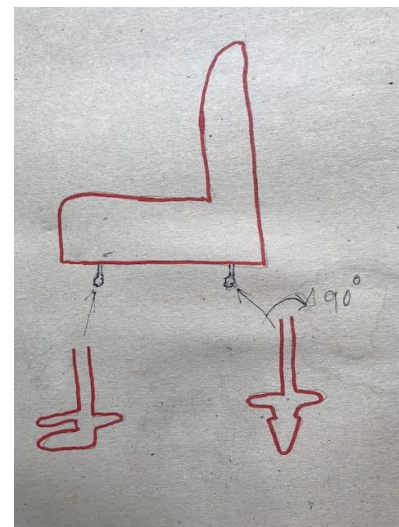
"Adding more" is something Dave Gunnarson does well for our NVRG all the time. Thank you, Dave. By all the smiles and camaraderie, I'd say everyone had a good time at our April picnic meeting at Nottoway Park.

A FAMILY TEAM EFFORT

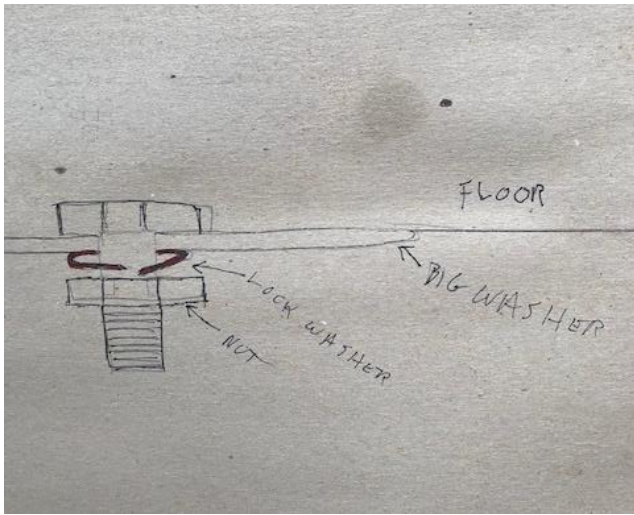
If We All Do A Little, Together We Can Accomplish A Lot

By Dave Westrate

We are getting close to finishing the 1939 Deluxe Woodie project. We have always tried to have the grandchildren participate as they can learn and have some fun in the process. Installing the middle and rear seats and seatbelts was a perfect project. Eve and Jane were visiting from New York for Easter weekend and they teamed up with locals Zvenah and Noah for the installation. The obvious question was, "What are we doing, Grandpa?" We anticipated this, so I prepared a briefing session on what we were going to do and how. This included details on how the feet of the seats would be installed in the floor of the car as well as the hardware for attaching the seatbelts to the floor.



Technical drawing of seat feet



Technical drawing of seat belt hardware

In 1939, these cars were considered commercial vehicles and were advertised with trucks and buses. The middle and rear seats have a unique attachment system to the floor of the car. The system allows for easy removal and installation of the seats for use of the wagon for cargo. Each seat has four metal legs that are three inches long.

The two front legs have a C shape facing forward that slips into slots in the floor.



Front foot

Once the front feet have been installed in the slots in the floor, the seat is lowered and the two rear feet are also dropped into two slots in the floor. The

rear seat slots are spring-loaded and the rear feet have a wedge shape to force the springs apart and a slot above the wedge to accept the spring mechanism to hold the seat in place.



Rear foot

The straps for the seatbelts were inserted in the seats and the grandkids sprang into action. A team of four took a seat at a time and inserted the front legs in the slots, and then kept the rear of the seats elevated so the hardware for the seatbelts could be bolted through the floor. Jane went under the car to put the washers and nuts on the bolts and then held a wrench while the team on top tightened it all up. The seat was then dropped into the rear foot slots and the process repeated for the second seat.



Getting the first seat



Setting the front feet



Spring steel hole cover of front foot

The spring-loaded mechanism for the rear foot with the foot installed is also shown from under the car.



Seatbelt hardware installation

Another interesting and unique aspect of this seat installation system is that each front foot slot in the floor has a piece of spring steel that is bolted to the underside of the floor and, when the seat foot is removed, the piece of spring steel snaps back up against the floor and covers the now open hole in the floor.



Rear foot from under the car

This was a big step forward on the project and a lot of fun. Coincidentally, as we were getting started, club member Jim Nice arrived in his 1951 Ford to drop off trophy sponsor material for the Fairfax car show that he had obtained. We all enjoyed the coffee and cookies as we watched the grands accomplish this mission.



Club member Jim Nice

TECH TIP

1932–48 Distributor Vacuum Brake

By Cliff Green

The purpose of the brake is to prevent engine knock during engine loads, as in acceleration and climbing hills. That was important when the octane of the gas was low during the period, but is of little consequence today.

The piston with a leather tip rests on the disc that regulates the centrifugal travel of the weights. At idle the weights are at rest, as there is high vacuum holding the piston back and, as the RPM increases, the weights fly out and advance the timing. Now, upon rapid acceleration we do not want the advance to come in all at once; otherwise the engine would knock. To prevent this, the advance is “braked” by the lack of vacuum that has occurred, allowing the spring to push the piston on the disc. As the engine vacuum increases at cruise, the pressure on the piston is released and full advance is applied.

One should inspect the condition of the piston occasionally by unscrewing the end cap and using a needle nose, expanded, to draw the piston out of the cylinder. There will be a groove in the leather –

how deep will be an indication of how tight the spring was compressed. Shine the piston, clean the cylinder – apply a light coating of engine oil in the cylinder (excess will be sucked out), and rotate the piston to expose a new surface to the disc. The fit should be snug. I am still searching for a replacement material for the leather tip.

The end cap (Adjustment Assembly 12227) has a disc inside that pushes down on the spring. It is peened over a stud at the end of the screw. Sometimes this is missing or broken off, making adjustment impossible. In the old days, the adjustment was made on a Ford Laboratory tester, applying vacuum and measuring the amount required to just lift the piston of the disc. Today, with the much higher octane, backing the screw all the way out and turning back in 1½ turns is fine. The book says, “If upon acceleration, a knock is heard, screw in the adjustment until the knock just goes away.” Has anyone heard a flathead knock?



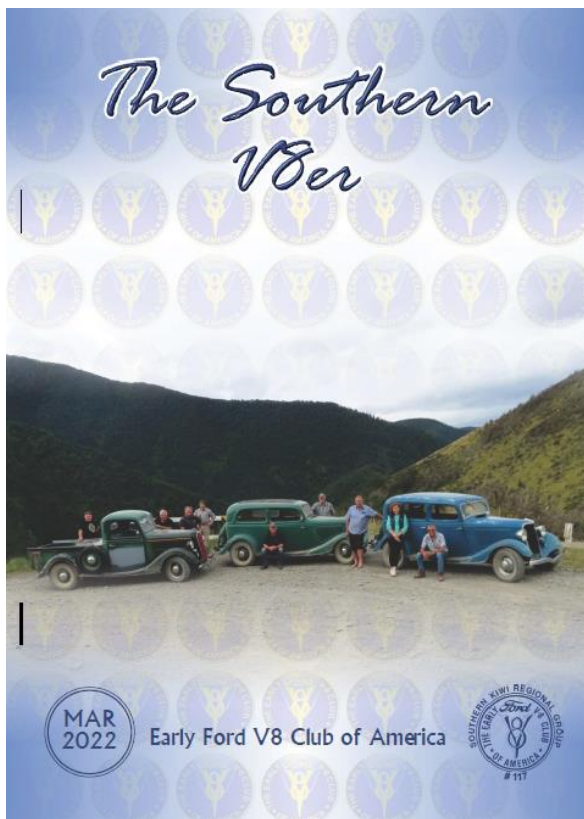
Installation of the adjustment assembly does not require a gasket, as none is shown in the parts book. Pictured is a piston that was grooved into the metal by over-tightening the adjustment screw. There was no centrifugal advance at all!



RELIABILITY RUN – THREE PERSPECTIVES

Article submitted by Nick Arrington from the March newsletter of the EFV-8 New Zealand chapter.

I've been on a lot of "reliability runs" with our V-8s. We usually meet up at a shopping mall and depart for a 30–50 mile carefully scripted run through some beautiful Virginia countryside with a stop at a great restaurant and a leisurely return trip with neither vehicles or drivers breaking a sweat. Take a look at a recent reliability run in New Zealand that required a rope tow to get one mate's car off a stuck boulder during the stream crossing. Those are some hardy souls. – Nick



RELIABILITY RUN 2022

By Dave Warman

This was the brainchild of John Gillman who was itching to get down & dirty in his 34 tudor. The plan was hatched to invite all comers to partake in a round trip via Lees valley out back of Oxford. All up, a little over 100 miles.

So it came to pass that on the morning of 19th February 2022 a motley crew of vintage cars and

Early V8s, plus 4WD backup, met at Mandeville village on Tram Road. The big unknown for the day was always going to be, "Would we be able to ford the Okuku river at the far end of Lees valley"?



It wasn't too long before we turned off the sealed road onto the winding, and sometimes steep, but definitely dusty, shingle road. All went well as we kept a wary eye out for vehicles coming the other way, canoeists on a mission, motorcyclists and a tractor caravan of revellers on trailers with a well stocked drink cabinet.



All went well until we struck a deep watercourse in the middle of the road, with no way round. It's fair to say that the vintage boys had the upper hand here as they weren't saddled with distributors at puddle level. However all made it through, even if some were running a few cylinders shy.



Then the front runners hit the Okuku river crossing, which was looking very ugly after recent flooding. The Model As took the plunge and like skinny wheeled tractors bounced their way across. Next was a Chevy truck who showed the lead for the V8s. Not to be shown up, John Winchester hit the water in his Barrelnose pickup and promptly got hung up on a boulder. A quick tug with a rope was all it took though and he was on the other side. The balance of the assembled drivers surveyed the scene and were busy resigning themselves to a valiant attempt at giving it a go or a stint on the rope when Karen turned up in the '54 to save the day.

To explain, because she had a low clearance vehicle she chose to go via the reverse route and meet us on the north side of the river for a catchup after we had made our way across. However, she had only just got going on the alternate route when she came to a "road closed" barrier, due to a culvert washout, and the road deemed impassable. Showing good presence of mind she immediately headed our way and arrived just in time to stop us getting all the vehicles through the ford, only to have to retrace our steps much later on.



On the strength of this we got the vehicles back from the other side and broke out the picnic hampers. Lunch was a pleasant affair on a warm country day and yarns were spun on the merits of, or lack of, the various vehicles assembled.

After lunch, followed by the drying out a couple of distributors, we headed for home at our own pace. Other than a few stops to take photos, there were no holdups and everyone made it out of the valley successfully. The day finished off with a drink at Mandeville to wash down the dust and we parted company.

Thanks to John for trying something out of left field and getting a few people out of their comfort zones and doing something that these old cars were designed for back in the day. There is now talk of "Where will the next one be" and it would seem there is some consensus forming around a run through the Molesworth road between Hanmer Springs & Seddon. Awaiting your lead next summer John!

Attendees:

John Gillman & Ben Johnson - 1934 Ford Tudor
 Pat Leahy & Richard Button - 1937 Ford Pickup
 David Whitfield - 1946 Chev Pickup
 Wayne Orpwood & Wayne Dyer - 1966 Chev Pickup
 Harry Orpwood & Lace the Dog - 1930 Model A Roadster Pickup
 Jonny Wilson - 1928 Model A Roadster
 Karen & Madi Ashworth - 1954 Ford Customline
 Barry Taylor & a passenger - 1934 Ford Fordor
 John Winchester & a passenger - 1938 Ford V8 Pickup
 Wayne Irving & a passenger - 1928 Dodge Victory 6
 Terrence & Ollie Irving - 1928 Model A Phaeton
 Wayne O'Donnell & Rod Wills - 1927 Chrysler

Support Crew

Jim Cook – Ranger 1
 Bob Musson – Ranger 2
 Dave Warman – Hilux
 Graham Freeman – Hilux
 Nyall Price – Hilux

=====

NVRG Spring Reliability Run 4/22/2022

By Bruce Metcalf

The 2nd NVRG Spring Reliability Run was a great success; as was noted, there were no examples of non-reliability! Participants were: Jim & Edna Cross – 1936 Roadster; Keith & Susan Randall – 1938 Deluxe Fordor; Bill & Liz Simons – 1934 Deluxe Tudor; Nelson Ford – 1947 Woodie; Jim & Connie Baker – 1931 Model A Fordor; Ken & Helen Burns – 1941 Woodie; Mike & Stephanie Petty – 1931 Model A Town Sedan; Bruce & Loretta Metcalf – 1931 Model A Coupe; Dave & Susan Skiles – Late model Ford Fusion; Mike McCarthy; and, last but definitely not least, Hank Dubois with John Ryan riding shotgun – 1935 3-Window Coupe.

The group met at the Fair Oaks Mall –



and motored out US 29 to US 15, with a shortcut through Catharpin. We turned west to go on some scenic back roads to Hamilton and then to Purcellville for a rest stop.



From there we went south to Snickersville Turnpike, then northwest, south again, and ended up at the Barrel Oak Winery for lunchtime sustenance.



On the way, we passed through Rectortown, which has an NVRG connection. Jim Cross' mother's ancestor, a Mr. Rector, settled there and the town is named after him!

After leaving the winery, the caravan took an only slightly less scenic route home and got on to nearby US 55, connected with US 29, and back to Fair Oaks Mall. Many thanks to Hank Dubois for organizing this event.

My First Reliability Run

By My Owner, Nelson Ford

Wow, what a day! A perfect spring day, bright sunshine, scattered clouds and cool in the morning. But I'll be 75 next month and haven't had this kind of workout in over 50 years. I'm showing my age, but everything seems to be working, at least on short jaunts. Well, the fan assembly seized, and the starter solenoid failed but I've had four 25-mile trips since my first ride on a AAA flatbed. Still, it seems ambitious.

I've been out Rte. 29 to Weber Tire a couple of times and to Nottoway Park, so Fair Oaks seems possible but that just gets to the start of the Reliability Run. When the drivers stop, will I restart? And 55 for 10 miles on Rte. 15? Lots of questions – at least the morning's cool.

But past Purcellville, the views changed, the caravan stretched out, nine old Fords (I'm the youngest) wandering in the country. I'm just in front of the sweeper who will commiserate with anyone who breaks down. We parked on a hillside and cooled down while the folks ate lunch and sampled local beverages. And then back on the road, through Marshall and The Plains, headed back toward DC in Friday afternoon traffic on Rte. 29. Buses and heavy dump trucks, starts and stops, nods and thumbs up.

Closer and closer to home and then into the garage. A total of 135 miles – half in highway traffic and half on rural Virginia byways splashed with redbud for a '47 Woodie that has been driven less than 1,000 miles in the last 34 years. Bill Simons says I'm roadworthy but I'm still not caravanning to Nashville in June.



Spring Carlisle 2022

By Nick Arrington

My son Jesse and I made a quick mid-week trip to Carlisle to drop off and pick up items between buyers and sellers using the site as a common meeting place or destination. It was about half full but still had a good selection of gas and oil collectibles and some flathead goodies.



There was an ambitious hot rod project for \$15K, not including the speed equipment perched atop the motor.





We also spied a very original '39 Standard coupe with a 60-HP engine sporting only 61K miles. It was in the auction section and we understood it was bid up to \$20K but was a "No Sale" on Friday.



My friend, who went up on Friday, commented he had never seen as large a crowd jammed in all day. I'm sure the prior years' COVID cancellations caused for a lot of pent up demand. Nice to see folks walking, talking, and carrying stuff out the gates again.

NEW MEMBER WELCOME

Welcoming Our Newest Members

On April 12, 2022, member Frankie Martin invited his friend Jerry Atkins from Oakton, VA, come to our Nottoway Park picnic/meeting. Jerry and his wife Della own not one, but three, 1965 Ford Mustangs. Jerry drove the black convertible with the white top and black interior to Nottoway, and when he said the paint job was done 30 years ago, it was

hard to believe. The car is pristine and Jerry has done the work on all of his Mustangs. I was passing out our new NVRG brochures to folks at the picnic, and gave one to Jerry. I was very pleased that he joined our NVRG within days. *WELCOME*, Jerry and Della, to the Northern Virginia Regional Group of the Early Ford V-8 Club of America! And thanks, too, to Frankie for bringing Jerry to us!

Membership Chair, Gay Harrington

FOND MEMORIES

REMEMBERING S. L. ROSS

By Keith Randall

I came across this article and pictures of former club member S. L. Ross who passed away several years ago. S. L.'s son Steve recently donated several publications, literature, and parts to our club and I thought it appropriate to remember S. L.

The article that follows was published in *The Washington Times* on Friday, March 9, 1990. S. L. Ross was an NVRG member and this is the story of his 1936 Ford Club Cabriolet. The article documents S. L.'s love of the old car hobby and his restoration skills. I had the pleasure of meeting and touring S. L.'s home shop many years ago when I was on the hunt for a pre-war Ford V-8 and was most impressed by the quality and the extent of the work he accomplished. He sold the 1935 in 1992 and its home since then is overseas in Denmark. Also of note is that Vern Parker was the author of the article and it appeared in his "Out of the Past" newspaper series. As many of you know, Vern has documented many of our club members cars over the years.

Again, a most appreciated thank you to son Steve Ross and his thoughtfulness in making a donation to the RG #96 EFV-8 Club.





Photo by Walter Oates/The Washington Times

S.L. Ross Jr. usually smiles when he climbs behind the "banjo" steering wheel of his 1936 Ford Cabriolet. The smile tells you something about pride.

Search for '35 Ford led him to a fine '36

Seventy-nine dollars doesn't buy much of a car today, but in 1939 \$79 bought S.L. Ross Jr. his first car — a very used 1935 Ford roadster, minus the top.

The 18-year-old concluded from its condition that the car must have been owned or driven by every naval aviation cadet at the nearby Pensacola, Fla., Naval Air Station.

When the roadster's oil consumption reached four quarts for every tank of gasoline, the young owner, with the help of a rope and a tree limb, pulled the engine for rebuilding.

Thus began an ongoing love affair with automobiles.

The old Ford was sold when World War II came along and the military beckoned.

After 32 years of flying fighter planes and researching missile systems, Col. Ross retired.

"I've played around with automobiles all my life," he says. During all those years in the Air Force, he always had an old car he was tinkering

with or restoring.

Fondly remembering his first car, Col. Ross began shopping in 1978 for a 1935 Ford roadster. He found a real beauty in Ohio but couldn't agree on a price with the owner.

The Ohio man, however, did have a well-worn 1936 Ford Club Cabriolet at a more reasonable price.

Col. Ross brought the car to his Alexandria home and promptly dismantled it "down to the nuts and bolts," he says.

He believes he is the fourth owner of the car. He also said the original owner was a wealthy New Yorker who kept the car at his summer place on Long Island.

From all the corrosion damage on the car, Col. Ross thinks the car must have spent some time near saltwater.

The "dog-bone" portion of all four fenders was rusted away. Col. Ross used about half of a 4-by-8-foot sheet of 20-gauge cold rolled steel in fabricating and rebuilding the missing

see FORD, page G12

FORD

From page G1

parts of the fenders.

During the next three years he restored the car from the ground up. He rebuilt the 221-cubic-inch flat-head V-8 engine and discovered the three-speed non-synchronized transmission and differential were in good condition.

Even the fabric top and reupholstery were done by Col. Ross. He decided to replace the original Bedford cord upholstery with identical fabric instead of the optional leather.

He redid the entire car himself with the exception of rechroming the brightwork and woodgraining the window frames and dashboard. He even applied the gold pinstriping after painting the car with six double coats of an authentic "Light Fast Maroon" lacquer.

The finishing touch to the restoration came in 1981 when Col. Ross placed a set of rare "Roosevelt" hubcaps on the 16-inch wheels.

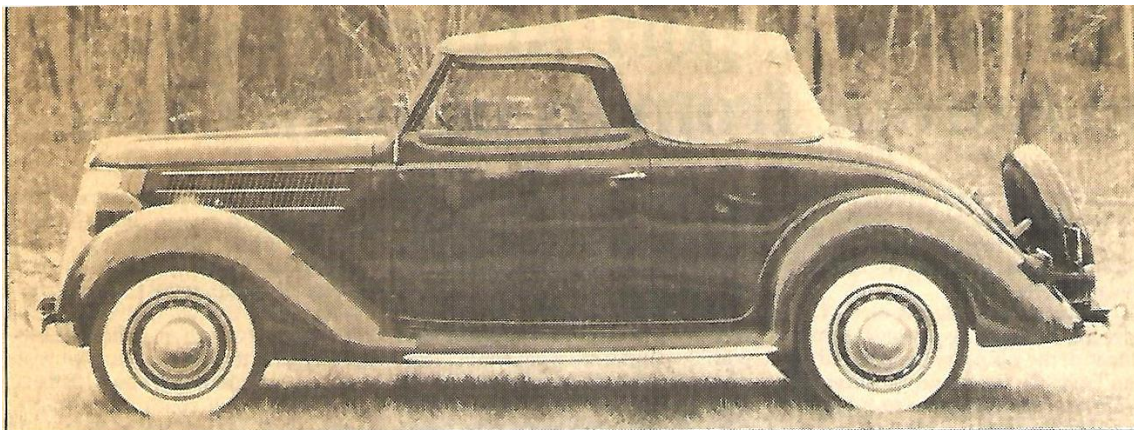
Since that time the car has won numerous local and national honors. Col. Ross says his car had about 67,000 miles on the odometer when he bought it, and he believes that figure to be accurate.

"I try to get some use out of it," Col. Ross says.

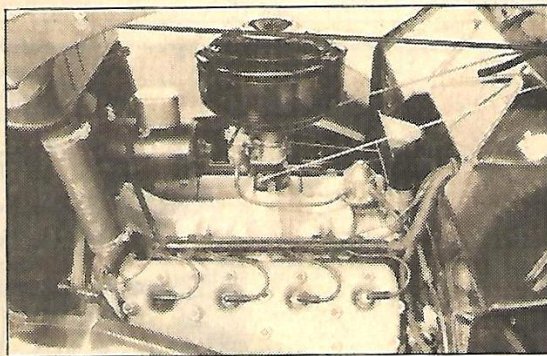
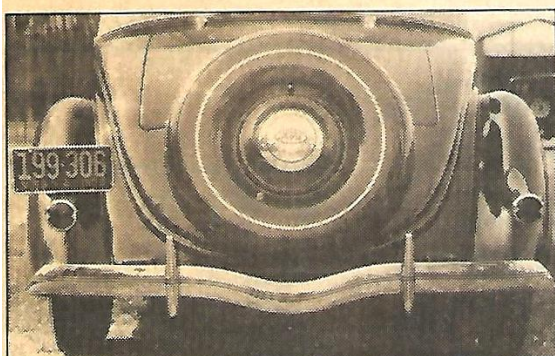
Ford offered the five-passenger Convertible Club Cabriolet for the first time in 1936 as an alternative to the regular Convertible Cabriolet, which seated two plus two more in the rumble seat. The design of the Club Cabriolet did bring the passengers in under cover, but the lengthy top hampered visibility for both the driver and rear-seat passengers. "It's good to have a co-pilot with you," Col. Ross says.

The Club Cabriolet was also expensive, selling for \$675 when new, the second most expensive model, he explains.

Of the 4,616 Club Cabriolets manufactured in 1936, Col. Ross said he believes fewer than 300 survive.



The 1936 Ford Club Cabriolet had a longer top than the regular convertible in order to provide a covered back seat.



The spare-tire cover doubles as the radio antenna. Tender loving care keeps the engine spotless.

Besides the optional Roosevelt hubcaps (copied from the hubcaps on President Franklin D. Roosevelt's Sunshine Special), his car has the optional banjo steering wheel, dual outside mirrors, radio and stainless steel running board trim — but no heater. The metal spare-tire cover doubles as a radio antenna.

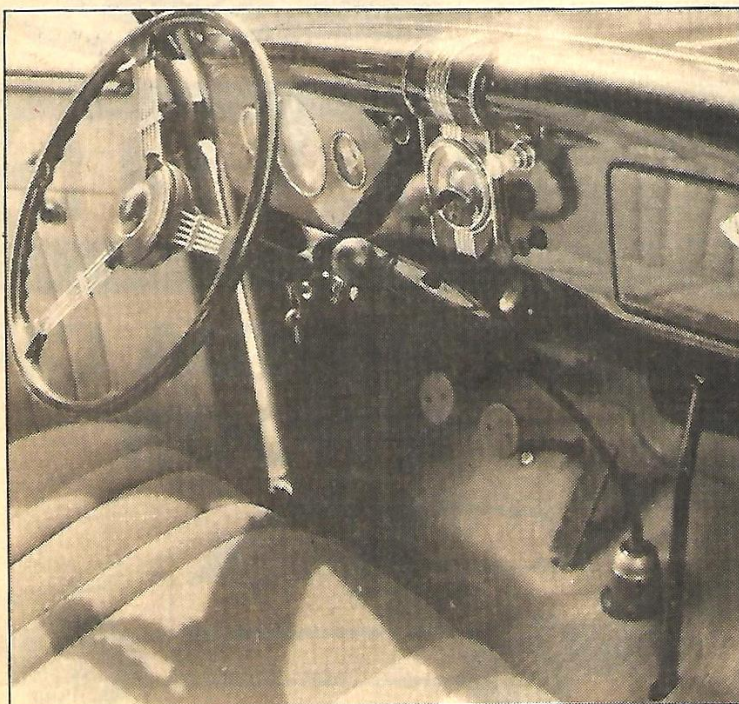
The mechanical brakes don't present any problems. "I don't drive in wet weather and I keep the brakes in trim," he says.

Like most cars of that era, the old Ford has vacuum-powered windshield wipers. The battery is beneath the floorboard under the driver's feet. "Not one of Ford's better ideas," Col. Ross says.

The super-smooth 21-stud 85-horsepower engine with aluminum heads delivers about 18 or 19 miles per gallon, he says.

He plans to drive the car in Alexandria's St. Patrick's Day parade tomorrow. Col. Ross enjoys his beautiful old Ford and likes to share it with others.

But as gorgeous as his 1936 is, he says, "I'm still looking for a 1935 Ford roadster somebody wants to give me."



Photos by Walter Oates/The Washington Times

Fifty-four years later, the dashboard still gleams like new, the gearshift stands in wait next to the emergency brake and the steering wheel beckons.

On May 18 there will be an auction of the Ford and Lincoln parts and literature that were donated to the NVRG. See page 26 for full details.

A BEAUTIFUL ENDING

A Visit to Clara and Henry Ford's Richmond Hill Home

By Dave Gunnarson

In two previous articles published in the *Valve Clatter*, I described how Clara and Henry Ford became involved with Richmond Hill, GA, and the impact they made during their 25-year stay. Many structures from the Ford era remain, including their magnificent winter retreat home. Unfortunately, the home is not open for tours because it is privately owned. After widowed Clara died in 1950, the house remained empty and deteriorated over time. Eventually, the decay was so bad it was reportedly used to store hay, as if it were a barn. In the late 1970s, a developer bought the house and surrounding land and immaculately restored it to its former glory.

During a visit to Richmond Hill earlier this year, Sarah and I were fortunate to meet Christy Sherman, Executive Director of the Richmond Hill Convention and Visitors Bureau. She was very helpful and knowledgeable, and she shared information and answered my questions about the Fords' time in Richmond Hill. At the end of our conversation, I lamented that the only remaining item on my list of sites I wanted to see was Ford's home, but because it was privately owned and not visible from any public road, it seemed like an impossibility. To my surprise, Christy made a phone call and arranged to take Sarah and me on a private tour! We climbed into her car and off we went. The entrance to the property has a gate and guard house and, after Christy and the security guard exchanged a few words, the gate went up, and we drove in. Because it's unlikely others will have the same chance, I'll share the experience of visiting through pictures I took during the tour. Not only were we graced with Christy's generosity, it was a warm and sunny blue-sky day. It was an experience I shall long treasure.



Clara Ford designed their home in Richmond Hill. It sits on the site of the Richmond Plantation home which was burned and abandoned at the end of the Civil War and fell to ruins. While today it's possible to drive to the front steps, in Henry Ford's time, the drive ended in a parking lot south of the house, an ironic twist for the person credited with bringing the car to the everyman.



Artifacts surviving from the mid-1930s include a 1/12 scale model of the house currently on display at The Henry Ford Museum in Dearborn. Clara had this model built along with scale furniture to help with the interior layout. The roof is removable to reveal the 2nd-floor layout and, likewise, the 2nd-floor can be removed to reveal the 1st-floor layout.



Henry and Clara Ford's portraits hang over the fireplace. A dedication plaque between them reads, "In memory of my great grandparents Clara and Henry Ford – Edsel B. Ford II, April 2004"



The re-created living room layout on the first floor.



The original dining room wall design was re-created to the way Clara and Henry would have experienced it.



A cozy Library off to the right of the front door.



The front hallway stairs are original as is most of the molding in the house.



The home is filled with many original intricate architectural features and moldings, such as the main front hall staircase.



The nearby old rice mill power house was converted into a private residence.



The oyster smoke house still stands.



Above the oyster smoke house door is this sign which Henry had installed after his Dearborn friends chided him about his interest in backwards Georgia.



The grand view from the front second floor balcony.



My favorite part of the house tour was the rear second floor balcony view of the lawn and Ogeechee River – I could have lingered for hours. The pool was added during the renovations and is not an original feature.

=====

MUSEUM REVIEW

TP Tools Auto Museum Review

By Dave Gunnarson



TP Tools 1930s Exhibit Building

On a recent driving trip to Akron, OH, I stopped in at the retail store and warehouse of [TP Tools](#) in Canfield, OH. I needed to buy some sandblasting cabinet replacement parts and figured I could save on shipping costs by visiting the store in person. While in the store, I noticed that there were several adjacent buildings comprising a small auto museum. The museum was only open on Saturdays from 10 AM to 3 PM, so I planned to return Saturday on the way home.

The museum is free and has about 40 cars of a wide variety of makes from the 1920s through current years. The first building (called the 1930s Exhibit Building) houses a nice selection of cars from the 1920s through the 1940s.

There are several Ford cars in the first building, including a 1936 Convertible, a 1940 Convertible, and a 1947 Club Convertible with an interesting history. Delivered new to the U.S. Embassy in China, it was supplied with heavier suspension to handle the rough roads in China at the time. It came equipped with a metric speedometer which was replaced upon its return to the U.S. but saved in a box in the trunk. It only has 32,000 miles since new.



1936 Ford Convertible

There are also three American Austin Car Company (later American Bantam) vehicles, built in nearby Butler, PA, on display: a 1940 Bantam Roadster, a 1932 Austin Roadster and a 1939 Bantam 2-Door Coupe (can you say Clown Car??)



1947 Club Convertible



1939 Bantam 2-Door Coupe



1940 Ford Convertible



Muscle Car Display

In the second building, muscle cars are well represented as are the 1950s and '60s models. One standout is a 1954 Comète Monte Carlo. Ford made 399 for the French market, and it was the most expensive car in France at the time. It has a flathead V-8 and was considered one of the most attractive cars ever built. This car, nicknamed "Lulu," has been shown at Pebble Beach.



1954 Ford Comète Monte Carlo Lulu

A Ford-related race car on display is a 1938 Dreyer/McDowell Midget Race Car. It sports a 59A flathead with an Edelbrock intake and twin Stromberg carburetors. Wrecked in the late 1940s, it was rebuilt and raced until the 1990s.



1938 Dreyer/McDowell Midget Race Car

Last, but not least, for me anyway, tucked in the far back corner of the second building is a 1937 Ford 1½-ton fire truck with only 2,273 miles. It was used sparingly by the Wyocena Wisconsin Fire Department for brush fires and rarely saw action. It's an incredibly intact survivor, and I was able to see some original details and take lots of pictures to help with my truck restoration.



1937 Ford 157" Wheelbase Fire Engine

If you are ever in Canfield (just off I-80 and I-76) on a Saturday, and need an old car fix, this could be the place.



TP[®]
TIP
TOOLS **Auto Museum**

7075 State Route 446,
Canfield, OH 44406
1.800.321.9260

NVRG member Don Pauly's US Navy active duty career spanned 30 years, from 1951 to 1981. Here we present Part 3 of a 6-article series Don wrote for the *Tin Can Sailors* publication, recalling his experiences over the years.



PROBLEMS DURING FRAM CONVERSION

- by CAPT Donald E. Pauly USN Retired

In the early 1960's, the Navy modernized many of its 1945 era Destroyers to increase their capability and extend their service life, originally expected to be only 20 years and now almost at hand. The most extensive of these conversions was called FRAM ONE and was programmed to take 10 months in a shipyard.

As the year 1963 began, I had completed 6 months of duty as XO of the Destroyer USS FURSE (DDR 882). It had been a busy time, since we had been the first USN ship to reach Cuban waters for the Cuban Missile Crisis and had served there throughout that long ordeal. Now in early January as we entered Philadelphia Naval Shipyard for FRAM ONE conversion, I became the CO, as was the custom for that conversion. Our crew was reduced to about 120, and we all knew that we had a very heavy workload ahead. To make matters even more difficult, the Shipyard Commander now asked me if I could lead my crew to exert the extra effort needed in attempting to set a record with FURSE by completing FRAM in 9 months instead of the scheduled 10, or the actual 11 which most shipyards were taking. He hoped that such a success would persuade Naval authorities to keep his shipyard open past the next big Navy budget cut.

To motivate the FURSE crew to do the huge workload now required, I did a lot of things, one of which was to stress that I would take care of any man's problems not solved by his chain of command leaders. The most memorable problem solution took place when I went before a Philadelphia Court Judge, and legally adopted one of my crew, a 20 year old orphan from Kentucky, who as a minor under then Pennsylvania law, needed parental permission to marry his girlfriend. In the absence of any parent or guardian, the Judge had decreed that formal adoption by his CO was the only alternative. So after a long discussion which convinced me of his true love and strong desire for marriage, we went to the Courthouse where I formally adopted him and then met his girlfriend. We all then went to another court office where I gave written permission for the marriage. And so they were happily married a few days later, followed some time thereafter by the birth of their first child.

FURSE did set a record by finishing FRAM in 9 months, we got a new CO, and I resumed duty as XO as was the custom for that program. We went to Gitmo for the rigorous training all ships must have after the turmoil of time spent in a shipyard, and one night my adopted son came to see me. He now had marital problems and was very upset. We talked for several hours about life and marriage and the responsibilities of husband and wife. He then asked that I write to his wife and tell her the same things I had just discussed with him. In 1963 personal letters were handwritten, and were time consuming, with no copies made. So I stayed up all night writing to get it in the mail before sailing for the next day of training. We completed training, and when FURSE returned to its homeport of Norfolk, VA my time aboard was over and I was ordered to shore duty at the Pentagon for the next several years.

I took command of the Destroyer USS TURNER (DDR834) at Istanbul Turkey in late 1966. After two Med cruises and much other sea time, sometime in late 1968 we were back in our homeport of Mayport, FL when my adopted son came to see me. His Navy career was going very well. He was now a First Class Petty Officer on a Destroyer from another homeport which had just arrived for a short refueling stop. As we had coffee together, he told me of his three children and his happy marriage. He asked if I remembered the letter I had written to his wife from Gitmo almost 5 years before. I had to admit that I did not, and then he told me that she kept it in her dresser drawer and still read it regularly. I asked him to get me a copy because I did not remember what I had written.

Sadly, I never heard from my adopted son again although I have tried to find him in recent years. FRAM ONE was done very well by crew and shipyard as it extended the life of FURSE beyond all expectations with an additional 28 years of service in the U S Navy and the Spanish Navy. The shipyard did survive the next several budget cuts, but was eventually closed despite its record setting FRAM accomplishment. And who knows? If I only had a copy of that letter, maybe I could go into marriage counseling as my next career.

UPCOMING TOURS - EVENTS

**NVRG 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 is putting on for their residents on Saturday, May 7, from 12 Noon to 3 PM. NVRG members will recall that we conducted a drive-by car show at this retirement community in May 2020 which was very well received and which is still talked about by the residents. Unlike the 2020 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 takes place 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 12:00 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.



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

**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

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

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

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

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

FOOD FOR SALE



Saturday, May 14, 2022
City Hall - 10455 Armstrong St.



Carlisle Ford Nationals

3rd - 5th June 2022 at Carlisle Fairgrounds
Full details, including hours, admission/parking fees:
[Carlisle Ford Nationals](#) | [Carlisle Events](#)

**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 / cell 202-734-2211



S. L. Ross Ford and Lincoln Parts and Literature Zoom Auction



Mark your calendars! On May 18, 2022, starting at 8 PM, there will be a live auction of the S. L. Ross Ford and Lincoln parts and literature that were donated to NVRG. Parts will be divided into lots and NVRG members can submit verbal bids by Zoom during the auction. The highest bid will win the lot and be responsible for pickup or otherwise arranging delivery. Lot descriptions and photos of the contents will be sent by email to all NVRG members along with additional information during the first week of May, so stay tuned for more details, rules, location of the parts, etc.

Zoom meeting details:

Topic: SL Ross Parts and Literature Auction

Time: May 18 8:00 PM Eastern Time (US and Canada)

Join Zoom Meeting Link: <https://us02web.zoom.us/j/89124338670?pwd=SEJ3OU83QWFvcFNwSy9wM0k3QUUp0dz09>

Meeting ID: 891 2433 8670

Passcode: 587221

Phone: 301-715-8592



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

1928 Model A Ford Tudor: New brakes installed by [The Ford Script] clubber Tommy Terko. Newly rebuilt correct Zenith carburetor. Smooth running with strong compression. Recently flushed the cooling system and magnafluxed the head. Gas tank flushed several times, but could use a more comprehensive cleaning. Fine interior appears original. Garage kept; ran, drove, and stopped well before it was parked. **Dan or Hope Danielson.** Asking \$12,500 OBO. Contact Mike Danielson at 540-550-1900. (11/22)



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



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

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)



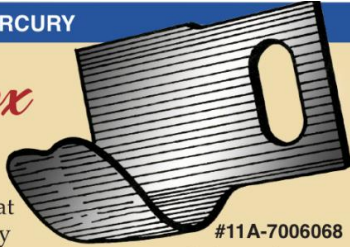


Air Hose on Reel: Can be ceiling- or wall-mounted. This is unused and in new condition. Probably from H F where the reel and hose are sold separately for about 50 bucks. I'd like \$35. **Dave**, 703-938-8954. (07/22)



'41-'48 FORD & MERCURY

Glove Box Spring



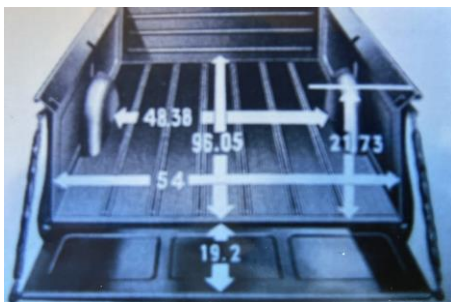
Don't pry open that glove box door any longer. Open it the way Henry intended. Replace that old broken spring with this exact reproduction. Black finish, spring steel. Only \$8.99 plus \$4.50 S&H. (MN residents add 7% Sales Tax). **Bill Gillies, 1736 Crystal Ave, St. Paul, MN 55112. Satisfaction Guaranteed**

#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)



May 2022 NVRG Membership Meeting

Living With 6 Volts in a 12-Volt World

This month's program will cover topics related to 6-volt automobile electrical systems, such as how to identify common problems, diagnostic tools, tips to improve your car's electrical performance and issues and benefits using LED bulbs. There will be a presentation followed by time for everyone to share their own tips and ask questions, so bring your ideas, suggestions, and questions.

Time: May 10, 7:30 PM

Zoom Meeting Link:

<https://us02web.zoom.us/j/83847586709?pwd=bmdycTJONVAXUjVxd2tGRVhXUXZoUT09>

Meeting ID: 838 4758 6709

Passcode: 587304

Phone: 301-715-8592





NVRG 2022 Calendar



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: Gunnarson et al.
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.
July	
11-14	Western National Meet: Wenatchee, WA
12	Membership Meeting – 7:30 PM. Program: Ice Cream Social or ??) Presenter: Membership or Gunnarson
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.
26	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Save the Date!



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

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



Collector Car Interests
Professional Car Appraisals

Consultants Marketing

Chris Bavis
Collector Car Appraisers

100 Larch Lane
Middletown, MD 21769
(301) 401-3301
chrisbavis@gmail.com

Pat McHugh Gerry McHugh



**YOUR NEIGHBORHOOD
AUTO REPAIR EXPERTS!**

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



5 Locations!

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

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



**DULLES
AUTO CLINIC**

Quality Service at Affordable Prices
dullesautoclinic.com




Foreign Domestic

703-481-6300

106 J Oakgrove Rd
Sterling, VA 20166

Wayne R. Judd
President/ASE Master Technician



**DULLES
AUTO CLINIC**

(703) 481-6300
106 OAKGROVE RD., UNIT J. | STERLING, VA



PT Auto Experts

Your one stop shop for all your automotive needs

Tony Muller
OWNER

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

ptautoexperts.com
ptautoexperts@aol.com

NVRG Car of the Month
Al Edwards « 1951 Ford Victoria



FIRST CLASS MAIL

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