



www.nvrg.org

Valve Clatter

Early Ford V-8 Club of America



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

Volume XLIV, No. 6, June 2022

Editors: Nick Arrington & Stephanie Beavers

May Membership Meeting Living with 6 Volts in a 12-Volt World

By Dave Gunnarson



Our flathead Fords all were produced with 6-volt electrical systems which, compared to today's 12-volt standard, may seem inadequate. The May membership meeting featured a presentation on how to optimize the performance of the 6-volt electrical system and some tips on providing power for modern accessories.

The presentation started with a list of common complaints about 6-volt electrical systems: "The lights are too dim," "There's not enough power for turning over the engine," "I can't plug in my modern 12-volt accessories."

All of these issues can be overcome while still maintaining the original electrical system Henry Ford provided.



Up Front with the President

June 2022



President's Message June 2022

The Eastern National Meet (ENM) in Tennessee will be well underway when you receive this issue of the Valve Clatter. Attendance is likely to be huge given the pent-up demand from the lack of EFV-8 national events for the last two years. NVRG will be well represented at the meet with a dozen or so members plus spouses attending.

As I write this, I'm packing for the trip. Dave Gunnarson will be driving his van with Hank Dubois, Bill Selley, and me for company, leaving early on the 31st on an all-day drive to Tennessee. Keith and Susan Randall are also driving non-stop, trailering their EFV-8. A group of more intrepid members driving EFV-8s departed early on a leisurely three-day trip. This group consists of Dick and Joan Rial, David and Susan Skiles, Bill and Liz Simons, and Leo and Kathy Cummings. Frank Miller and Bill Potter will also be attending – and maybe a couple of others I am not aware of. Needless to say, it will be great to see these NVRGers and other friends from around the country after a long hiatus.

As I mentioned in last month's VC, your Board of Directors is actively planning for an eventual return to in-person membership meetings. We have found three appropriate facilities. However, we need member input to move forward and finalize our plans. Stay tuned for an important email describing the situation and requesting your input.

Those unable to attend the ENM will be able to experience the meet vicariously. The program for the June membership meeting will consist of a full report on the meet. Members attending will contribute their experiences and photos. Dave Gunnarson will facilitate the presentations on Zoom. I look forward to seeing you on-screen.

Best V-8 regards,

John

June Membership Meeting
Tuesday, June 14, 7:30 PM
via Zoom
 (see details page 18)

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)	

May meeting, cont'd.

Six-volt electrical systems were the industry standard for decades. As cars became more powerful with higher compression engines and more electrical accessories like power seats and windows became available, the power needs of most automobiles increased past the capacity provided by a 6-volt system. The 12-volt electrical systems became the automotive industry standard in 1953; however, Ford didn't switch to 12-volt systems until 1956!



A simple equation helps to better understand how the electrical system works. Simply put, the voltage equals the amount of current times the resistance of the circuit. Rearranging the terms provides a useful equation, as follows:

$$I = V/R \text{ (amps)}$$

The amount of current available to operate a device equals the voltage divided by the resistance. Since the voltage remains relatively constant, about 6 volts, the circuit resistance is the key to getting maximum current. This is why finding and dealing with places of high resistance where it not supposed to be can make the electrical system perform as intended.

This is not to be confused with Power, measured in watts, which is the product of voltage times current:

$$\text{Power (watts)} = \text{voltage (V)} \times \text{current (I)}$$

So, using this equation, if a starter motor current is constant, doubling the voltage doubles the amount of power it receives.

Another term is Energy which is the amount of time power is applied:

$$\text{Energy (joules)} = \text{power} \times \text{time}$$

For example, our home electric bill is shown in kilowatt-hours.

Since our EFV-8s ran for years on 6-volt systems, you can understand that one key to understanding that increased resistance by corrosion, interference by paint or other barriers will decrease the voltage or current and lead to unsatisfactory performance.

Corrosion and oxidation of electrical components can be external, like what you can sometimes see on a battery terminal, but also internal and hidden.

Other resistance factors include paints, coatings, and other materials in the pathway. A beautifully painted frame won't conduct electrons back to the battery if all the connections don't contact the metal surface. However, bare metal can oxidize (rust) and create another barrier. One solution is to make sure all connection points are bare metal and use an electrically conductive high melting point grease to keep water and oxidation away.



Conductive Grease

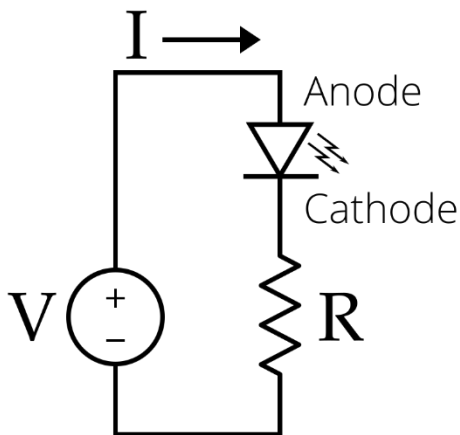
Another source of high resistance is by using smaller wire sizes than were originally specified. Smaller wires have and exponentially greater resistance for the same amount of current, so be sure to use the correct size wire or one or two sizes bigger.

In addition to eliminating resistance, another way to make a 6-volt system work better is to use devices which require less power. The most significant improvement is to replace the standard incandescent bulbs with LED bulbs; however, there are some basic principles which need to be followed for this to work properly.



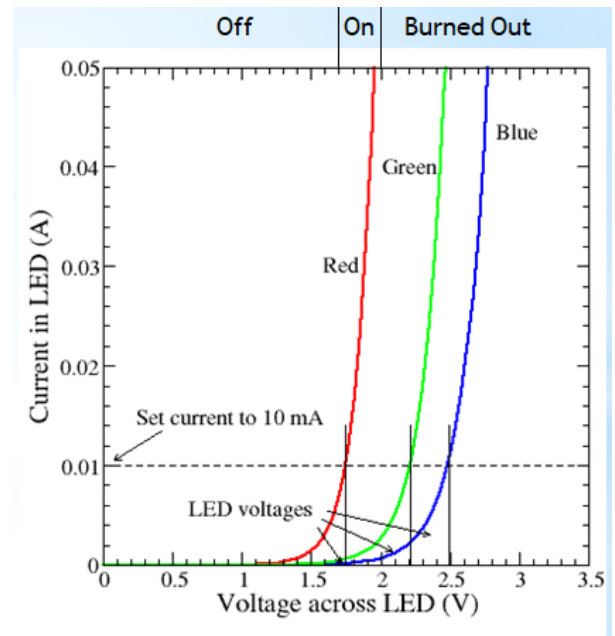
It's important to understand some of LED operating principles. Unlike a traditional incandescent lamp, an LED will light only when voltage is applied in the forward direction of the diode. No current flows and no light is emitted if voltage is applied in the reverse direction. Most LED for our car applications require a forward-operating voltage of between approximately 1.2 to 3.6 volts with a forward current rating of about 10 to 30 mA, with 12 to 20 mA being the most common range.

This simplified diagram shows how this works. The LED has an anode and a cathode. The anode must be connected to the positive side of the battery circuit. Reverse the polarity and it won't work.

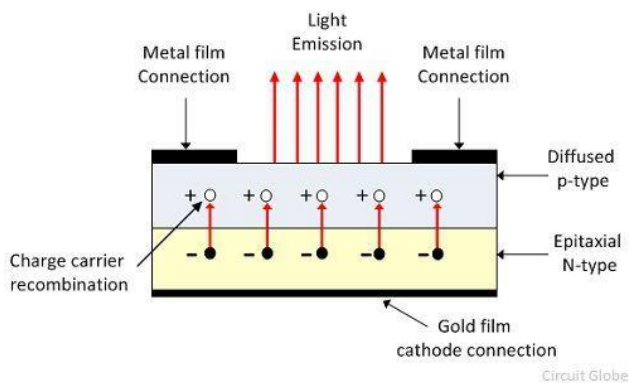
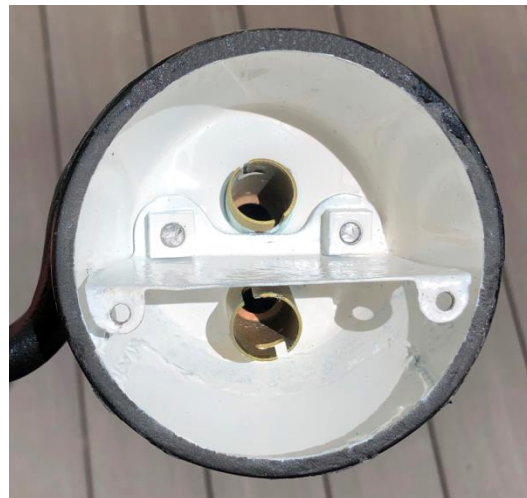
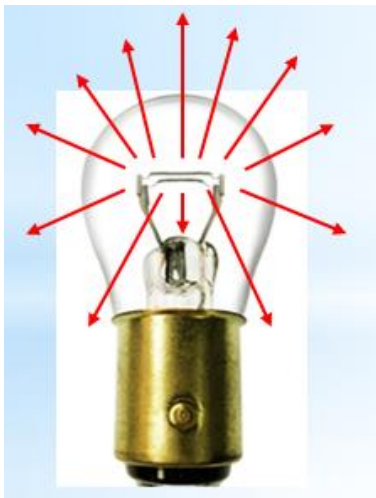


LEDs are also very small and are usually packaged in multiples to provide illumination comparable to incandescent bulbs but consume far less energy. Here's a comparative example. A standard incandescent 12-volt taillight bulb requires 0.6 amps or 7.2 watts of power. The same bulb in a 6-volt system needs 1.2 amps of power. A comparable LED taillight with 9 LEDs requires 0.18 amps, or about 15 percent of the power.

One drawback to LEDs is that they need a minimum amount of voltage to operate but much more and they burn out. In the example shown in the graph, the bulb needs about 10 ma (voltage = 1.7 volts) in order to illuminate, but it overloads at 2 volts and burns out. This is why LED bulbs come with some built-in additional circuitry to control the voltage they receive.



Another difference between incandescent bulbs and LEDs is the generated pathways of the photons. An incandescent bulb shoots out the photons in all directions from the filament. An LED, on the other hand, because it's a flat surface, only shines in one direction. This is another reason most LED auto bulbs have multiple LEDs included to shine light in more directions.



There are also LED replacement bulbs for instrument lights. These smaller LED bulbs are available for the instrument panel. The stock 3 candle power incandescent bulbs make it virtually impossible to read the dials at night.



LED instrument bulbs

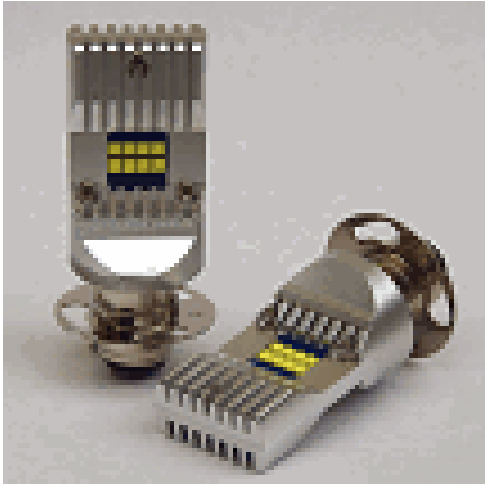
No matter if you use incandescent or LED bulbs, reflective surfaces help bounce the electrons in the intended direction. Headlights should have mirror-like reflectors and the interior surfaces of taillights should be painted bright white for added reflectivity.



LED taillight bulb

Headlights should use bright reflectors, such as Drake "chrome"-plated reflectors on pre-'40 cars and trucks and avoid using the original silver-plated reflectors, which tarnish. One advantage of replacing the stock 50/32 cp incandescent headlight bulbs with LED instead of halogen bulbs, which also are brighter, is that LED's halogen bulbs create intense heat.

The replacement LED for pre-focus lamps from the late '30s to '40s with high and low beam require a very low current drain (six volts, 1.2 amps) and provide a natural white light and produce a softer beam pattern.



Early 1930s LED headlight bulbs

Use LED bulbs – they are expensive but worth it for the extra brightness, reliability, and lower power consumption. One good source is Classic and Vintage Bulbs (classicandvintagebulbs.com). The company is based in Australia but they have a space at Hershey every year.

Another essential component of the electrical system is the battery. While a lead-acid battery may last a long time, a popular option is a gel-type battery such as made by Optima. This can be purchased by itself, prepackaged in a reproduction case, or self-installed in an original battery case.

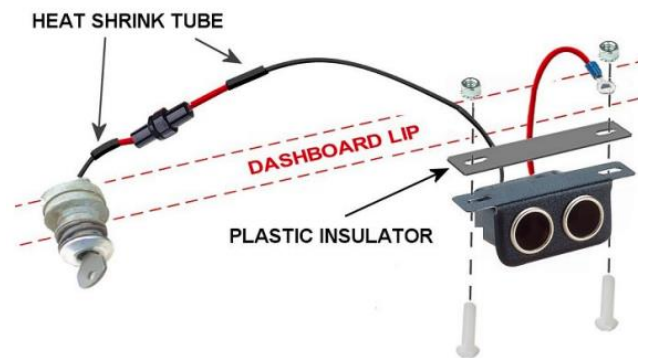


Optima (8010-044) \$239



Price \$379 from Battery Central Mall at batterycentralmall.com

Living with 6 volts in a 12-volt world also means being adaptable. A cell phone charger or GPS charger will work fine when connected to a 6-volt system; it will just take twice as long to charge. One clever solution from a posting on Ford Barn is to purchase a cigarette lighter receptacle and reverse the polarity. Be sure to isolate the components from ground as the charger needs negative ground and EFV-8s are positive ground.



Cell Phone and GPS Hookup
(Part #49997 from Custom Accessories for a dual socket assembly for phone and GPS chargers at the same time)

Some accessories, like modern radios, require 12 volts. In this case a 6-volt to 12-volt inverter suitable for most for modern accessories is available for around \$42. This unit switches 6-volt positive ground to 12-volt negative ground. It has an output of 2.1 – 2.5 amps @ 12 volts from 6-volt source.



12-volt inverter (www.customautosoundmfg.com)

A 6-volt electrical system will work just fine in today's 12-volt world and can be very reliable with some care and attention. Just follow these tips: make sure your charging system is working well; clean all electrical connections throughout; inspect braided and stranded cables for corrosion; shrink-wrap or coat any exposed wire ends or strands; use an electrically conductive grease; make sure the electrical pathway from the battery to starter and back have good connections.

IN MEMORIAM

Arlington Cemetery Service for Jane Wild

Jane Wild's ashes will be placed in the Columbarium beside her husband, Bob, on Tuesday, June 21, 2022. The service will begin at 11 A.M. Bob and Jane were longtime members of the NVRG.

Jane's daughter, Beth McDonald, advises arriving at Arlington Cemetery 45 minutes early. The guard at the gate will direct you. Make sure you have ID.

You can call or email Hank and Cindy Dubois with any questions at handcdubois@verizon.net / 703-476-6919.

A WORTHWHILE OUTING

A Hunters Woods "Twofer"

By Ken Burns

On Saturday, May 21, Ken Burns met club members Jim and Connie Baker ('30 Model A Town Sedan) and Mike Petty ('31 Model A Town Sedan) at Fair Oaks Mall and proceeded out to the Hunters Woods at Trails Edge retirement community in Reston. Upon arrival, this intrepid group found Wayne Chadderton ('53 Ford Sunliner Convertible) had already taken shelter from the 90° sun. A short time later, Nelson Ford ('47 Ford Woodie) arrived. We were there to support the community's vintage car show, cookout, and open house. In return, Hunters Woods provided us with free cookout food and beverages, which we enjoyed in the covered patio between the independent and assisted living wings of the structure. For those so inclined, adult beverages were for sale. The event was part of Hunters Woods' social program for the residents. The NVRG vehicles drew lots of admiring glances and questions from the residents, their visiting family members, and local area residents and open house guests.



Woodies: Nelson's in foreground and Ken's in the background, with Mile Petty's '31 Model A on the far right.

Ken and Nelson were double-dipping. In addition to supporting Hunters Woods residents, May 21 was also "Drive Your Woodie Day." The above picture was also submitted to *Woodie Times*.



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The Monstrous 18 litre V8 Ford GAA: The Biggest Petrol V8 Ever Built That Powered The Sherman Tank

INSTANT ARTICLES

Apr 29, 2018 Jack Beckett, Guest Author



THE FORD GAA

We take a look at the development history and features of an engine that powered the M4 Sherman and other vehicles.

Starting life before World War II as a 27-litre V12 designed for aviation purposes, the Ford GAA would eventually become a world-class V8 for both military and civilian purposes.



The Mighty Ford V8

It was originally designed as a V12 on request from Henry Ford. Anticipating the start of another world war, Ford set about designing an engine better than any competing designs. It was highly likely a big market for high performance lightweight engines to power fighter aircraft would open up and Ford wanted the contract to supply them. He started work on a V12 to beat Roll-Royce's distinguished Merlin engine but with the same 27-litre displacement.

Scroll down for a engine start up

To win, the engine would need to be more advanced and be more powerful than the Merlin. After completing his design, Ford presented to the Air Corps a 27-litre all aluminum 60-degree V12, with four cams and forty-eight valves. The engine had some truly modern features for the time. Henry Ford was so confident he would win a major contract he already had the tooling and casting cores ordered for its manufacture.

The prototype was much more advanced than the Merlin or the older Allison, pushing out 1800hp on its first test run. But to Ford's dismay it was the Allison V12 that was preferred, due to it having been around for a number of years previously, with many spare parts available and the men trained on repairing and maintaining it. These were major considerations that would win the contract for Ford's rival.

All was not lost, however. The Tank Corps were in need of a V8 to power their Sherman tanks so Ford were approached to resolve the problem of engine supply. Ford removed four cylinders from the unused V12 casting cores to make an 18-litre V8. To speed up assembly and supply of this new engine, they simply retained the same design from the V12, keeping the 60-degree angle and its all-aluminum construction.



The V8 looks easier to work on than the multi-bank that was used in Shermans.

The Ford GAA, the largest petrol V8 in history, was born.

For its time the GAA was a marvel of engineering. Due to its military role it had no belts or chains whatsoever, everything was gear driven for durability and to reduce maintenance. There was a power divider to drive the cams, distributors and pumps. A rare sight on engines at the time, its spark plugs were located centrally in the combustion chamber allowing for a more complete detonation of fuel.



It was a very successful engine in the M4A3 Sherman

It was a true Double Overhead Cam engine with two exhaust valves and two inlet valves per cylinder. A 198lb flywheel was used to smooth out the firing order of the huge engine. The GAA's capabilities were regarded as under used powering tanks, never being properly pushed to its limits in this role.

The 18-litre V8 produced 500hp at 2600 rpm, producing a monstrous 1400nm of torque at idle. It was designed to live at low rpms to keep sustained powerful output. Due to this an governor had to be installed with the limit set at 2600 rpm. Crews of the tanks with this engine were known to remove the governor to increase rpms and allowing more power in dangerous situations.

However without the limiter a stock engine would rev to 3800 rpm before the valves would stop following the contour of the camshaft lobe, and begin to float, known as valve float. If this happens the valves are no longer strictly controlled by the cams, and can cause a piston and valve to collide. An odd feature was the two carburetors being mounted at opposite ends to each other on the engine, making the fuel-air mixture much richer at the end cylinders compared to the central ones, often fouling the outer spark plugs more quickly.



Tank Museum, Bovington.

The GAA V8 Provided a brilliant service on the battlefield and proved itself and soon after the war ended when the engines began coming into civilian hands. Because of its extreme reliability and low sustained rpm the engine was ideal in industrial roles such as in oil fields, trucks and boats. After people began tinkering it was discovered that the engine's true potential was relatively untapped in its standard form, having massive capabilities for increased horsepower and torque, especially when used with a turbocharger or supercharger.



It was found that stock pistons were good up until around 1200hp at which point the rings began to fail. The pistons themselves can crack with moderate boost pressures. Modifications such as replacing pistons and valve springs, balancing moving components and adding direct injection and turbocharging, can give a sustained reliable output of 2200hp. Noticing this, the engine became popular on drag strips where it performed so well it was subsequently banned from competing in the 1950s. More recently, tractor pullers have managed up to 5000hp for shorter durations.

The Ford GAA was rushed to service, but over its lifetime served many different interests, proving the adaptability of the engine. From its unequalled reliability in combat, to pushing over double its standard horsepower with stock components it really is a testament to Ford's ability at constructing a solid engine.

Link to article online: [The Monstrous 18 litre V8 Ford GAA: The Biggest Petrol V8 Ever Built That Powered The Sherman Tank \(warhistoryonline.com\)](http://warhistoryonline.com)

A COLLECTOR'S TREASURES

Memorabilia Find – Gutta Have It!

By Von Hardesty

One of the fun aspects of owning a vintage automobile is seeking out historic artifacts associated with the era in which your vehicle was manufactured. This is an exercise in nostalgia, of course, with many unanticipated finds.

One of the most active spheres of advertising was the Coca Cola company. This firm had under contract, apparently, a large number of artists and illustrators – many in the mold of Norman Rockwell. The art was evocative and realistic. I have framed several Rockwell images, which he completed for major magazines of the time such as *Saturday Evening Post*. One favorite is a traveling salesman who deals with the heat of a summer day by skinny-dipping – his '37 Ford business coupe is parked nearby.

Just this week, I discovered this wonderful Coca Cola tray at a local antique shop. No data on its origins, but the artist captured two lovely gals, one at the wheel of a convertible, the other at the side. The car is vaguely similar to my 1940 Ford. What an engaging scene! The wind flows around the skirt of the one gal, mild hint of the risqué. I could not resist buying this Coca Cola tray. I now have a small collection, my own link to the 1940s, a favorite decade.



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OFFICIAL EVENT GUIDE

NVRG member Don Pauly's US Navy active duty career spanned 30 years, from 1951 to 1981. Here we present Part 4 of a 6-article series Don wrote for the *Tin Can Sailors* publication, recalling his experiences over the years.



THE DAY PRESIDENT KENNEDY DIED

- by CAPT Donald E. Pauly USN Retired

Most of us remember what we were doing on important days in the history of our country - the Japanese Attack on Pearl Harbor, President Kennedy's Assassination, The 9/11/01 Terrorist Attack. The day President Kennedy died, I was a young LCDR serving as Executive Officer of the destroyer USS FURSE (DDR 882) and we had just completed a busy day training in the Guantanamo operating area. The CO heard the sad news on a radio in his cabin and, since he normally had me do all the ship handling, told me to take the ship into port fast, so he could then go below and resume listening to the news. I did as he asked, but I grossly overdid it. I entered Gitmo at 25 knots, way over the harbor speed limit. As I turned toward our berth, I slowed - but not enough. The 1 JV phone talker and I were up on top of the pilothouse, with the CO standing directly behind me. As the bow neared the end of the pier I was backing full on both engines. Any time you back full you are making a bad landing - and this one was really bad! I realized that I was going to hit the boat house at the head of our berth, and it contained all of the Guantanamo harbor police boats. So I ordered "All engines back emergency" and for emphasis told the phone talker "Tell Main Engine Control to give me all the backing power they have". As both stacks belched heavy black smoke, the crews of ships at nearby piers were coming out on deck to see an almost certain collision.

We stopped about two feet short of the boat house. I ordered “All engines stop” and we put over the lines. Still the CO had said nothing, so I slowly turned to him to receive the huge chewing out I so thoroughly deserved for risking disaster, but all he said was “Boat houses cost a lot of money”, and he went below. In the five ships on which I had served to that date, I had never known a back emergency bell to be used. I never again encountered one in the remainder of my thirty years of active duty, but our engineers saved me from a calamitous mishap that day by their quick and correct response to that bell. Years later I talked with a FURSE officer who had been in the pilothouse throughout our entry into port, watching the pitlog with shock as it registered our high speed. He said he had told the story of this landing many times, stressing how calm and cool the XO had been when giving orders down the voice tube from above. I was not calm or cool inside! I knew that my stupidly reckless ship handling was close to ending my Naval career that day - a day all those who were then alive still remember for the immense tragedy which befell our entire nation.



Entrance sign to junkyard in Helena, Montana

The photo to the left depicts the entrance sign to a junkyard in Helena, Montana, that member Nick Arrington visited in 2021. Nick was intrigued enough by the sign and the old truck supporting it that he captured the entire image, which surely has a back story.

Do you have a similarly interesting photo?

The Valve Clatter editors would like your photos of old cars and trucks – ones that caught your eye for one reason or another (not necessarily a member’s car). If the vehicle interested you, it will most likely interest others as well.

As you’re out about visiting swap meets, making junkyard trips, etc., and you come across an interesting, odd, or unique old car or truck, snap a picture and email it to Valve Clatter Editor Nick Arrington at nta1153@verizon.net.



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.”



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)

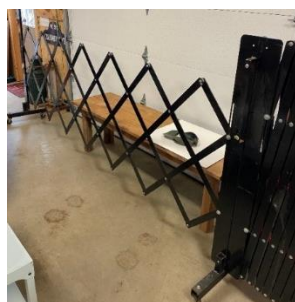


PARTS & ACCESSORIES FOR SALE

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)



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)



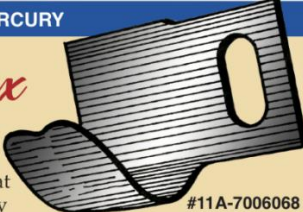


Air Hose on Reel: Can be ceiling- or wall-mounted. This is unused and in new condition. Probably from H F where the reel and hose are sold separately for about 50 bucks. I'd like \$35. **Dave**, 703-938-8954. (07/22)



'41-'48 FORD & MERCURY

Glove Box Spring



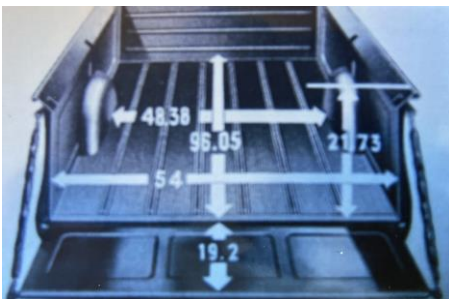
Don't pry open that glove box door any longer. Open it the way Henry intended. Replace that old broken spring with this exact reproduction. Black finish, spring steel. Only \$8.99 plus \$4.50 S&H. (MN residents add 7% Sales Tax). *Bill Gillies, 1736 Crystal Ave, St. Paul, MN 55112. Satisfaction Guaranteed*

#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)



June 2022 NVRG Membership Meeting

Eastern National Meet Review

At least 17 NVRGers will be traveling to the 2022 Eastern National Meet in Tennessee. The meet runs for the first week of June. The NVRG Membership Program on June 14 will be a review of the meet by those who attended and you will get to hear the reports first hand.

Please put the meeting on your calendar and hope to see you on Zoom!

The Early Ford V-8 Club of America



Presents



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

Topic: Eastern National Meet Review

Time: June 14, 7:30 PM Eastern Time

Join Zoom Meeting:

<https://us02web.zoom.us/j/88401199909?pwd=VHJDSkZndjY4cmZ6bINMaUhOWFRVUT09>

Meeting ID: 884 0119 9909

Passcode: 107619

Phone: 301-715-8592



NVRG 2022 Calendar



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: Eastern National Meet Review; 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 at Nottoway Park Pavilion; 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.
August	
9	Membership Meeting – 7:30 PM. Program: Ford Operations in Washington, DC: Presenter: Dave Gunnarson, via Zoom
10	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.
30	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Save the Date!



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

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