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Value Clatter

Early Ford V-8 Club of America



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

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Editors: Nick Arrington & Stephanie Beavers

July Membership Meeting: NVRG Ice Cream Social

By Dave Gunnarson



On a warm and pleasant afternoon, about 25 NVRG members gathered at a picnic pavilion at Nottoway Park in Vienna for a few hours of socializing, food, beverages, and dessert. Because a pavilion was not available on our regularly scheduled second Tuesday of the month time slot, we met on a Wednesday instead.

See Ice Cream, page 3

Up Front with the Vice President

August 2022



Vice President's Message August 2022

Our club president, John Ryan is presently overseas, trying to find his lost luggage according to the news reports. Thus, this will be the Vice Presidents turn in the barrel! The Board of Directors just completed their monthly Zoom meeting to conduct club business, which still gets done during these COVID times. There has been a lot of background work to keep up the awareness of the NVRG – foremost being the expanded Valve Clatter (35 pages last month) compiled by Nick Arrington and edited by Stephanie Beavers. The contribution of articles from the members makes it possible – so do your part to help with content!

Also, have you visited our website recently? Ken Burns has done an exemplary job bringing it up to date. It should gather a first-place award in the National contest! Keith Randall makes sure that cards/flowers/memorials are sent to those who are deserving. If you know of a member that would like a thoughtful note from the club, let Keith know.

Activities are happening this fall, and they don't just happen. For the Ice Cream Social, Dave and Sarah Gunnarson picked up the cake and ice cream, arrived early to put up the banner, spread the tablecloths they purchased, and served! David is also responsible for the variety of Zoom meeting programs every month which he puts together himself.

Coming up will be a picnic next month. Joe Freund and Nick Arrington took a day to investigate the Fairfax County area parks for an appropriate spot for V-8 parking, close proximity of restrooms, and overall appeal. September 20 is the date – more info follows.

The Fall Tour is in the final stages of planning by Bill Simons (wagon master). This is a three-day tour in the middle of October (18–20), to avoid the crowds during leaf season. A team of Dave Gunnarson and Dave Skiles will drive the entire route, checking out the restaurants, accommodations, and attractions so that there will be no surprises. Details in this issue.

These are just a few examples of the behind-the-scenes tasks that your board performs. As with any club/group there are a dedicated few who do a lot of the work. We have 131 members, and we would welcome a few new faces to share the duties involved with our longstanding club. Contact any board member for more information.

Enjoy the summer.

Cliff Green – Vice President

| 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) | |

Ice Cream, cont'd.

Consequently, some members had also attended the Silver Diner Double Clutch breakfast that morning and enjoyed a NVRG two-in-one day! Jim Crawford traveled the farthest, from Bryantown, Maryland, so he deserves the long-distance award. Clem Clement set up a mini flea market in the corner of the parking lot and was able to transfer some of his prized collection along to other members. As a measure of success, Sandy Clement seemed to be happy with the results.

Susan and Dave Skiles brought the club's inventory of dishes and utensils ahead of time. On behalf of NVRG, Dave and Sarah Gunnarson provided a vanilla mousse sheet cake, vanilla ice cream, and Ford-blue table clothes. Sarah provided her own red carnation centerpieces for each table. Helen Burns' birthday was the next day, so we serenaded her with Happy Birthday a day early.

After so many months of not gathering together on a monthly basis, the consensus at the conclusion of the event seemed to be that we all have been missing the social part of our club, and that events like this one helped bring us back together.



NASHVILLE REVISITED

Marathon Automobile Company Factory and Museum, Nashville, TN

By Dave Gunnarson

Bill Simons, John Ryan, Hank Dubois, and I rode together to the Eastern National Meet in Franklin, TN.



The express trip from Hank's house took an uneventful 10 hours on Tuesday. The following day was rather open so Hank and I decided to head to Nashville. On a whim, because we were in the area, we visited the American Pickers (Antique Archaeology) store in Nashville. The store is one of many shops in the repurposed building which once was the Marathon Automobile Company factory. The factory building has been preserved and includes a center hallway full of tools and machinery from the Marathon Automobile era.



Hank Dubois checks out a display of carburetors and workbench tools

Marathon is the only brand of car ever actually built in Nashville, with operations lasting from 1907 through 1914. The Marathon name came out of the enthusiasm for things Greek, which had grown out of the 1904 Olympics.



Of the over 10,000 cars produced, only nine are known to have survived, and five of these are currently in the possession of the owners of the former Marathon Building and are located in a small museum across the street.

The museum has many interesting displays and histories of each car on display. Both the museum and the manufacturing building are worth a visit if you are ever in the Nashville area.



A completely intact and restored 1913 Roadster shipped new to Argentina.



The chassis of a 1911 Standard Touring Car which was won is an Oregon fair by two 15-year old boys who both chipped in 50 cents to purchase a single \$1 chance ticket and kept the car their entire lives.

JULY 4TH FUN

"Cross Dressers" in the Fairfax City Fourth of July Parade

By Clem Clement

It was good to see folks at the Fairfax City parade. We had six Model As ripping up the place. Jim Gray's lady, Kathie, rode with me in my '30 Model A "Smokey," as Jim had daughter Jaime and her family in his late '31 Model A "Ruby." Gene Rainville in "Lil Red" had his '30 coupe with the wooden trunk on the back. Kids from a fireman-friend rode with Gene. Benny Leonard and Sharron were in their '30 red coupe, as well. Randi Young and lady friend from Georgia was driving her green special '29 coupe (leatherette top section). Jeff Vangorder and daughter were in their green '31 coupe.

There surely was a lot of ahooga-ing and rubber chicken squawking and pink pig squealing from them kids. I had my enhanced upside-down cow bell in action. All made it through in good order.

P.S. from Dave Gunnarson: Heard your cowbell loud and clear!



Clem in his 1930 Model A

AUSSIE FLATHEADS

Flathead Day Fletch

Submitted by Nick Arrington/Trevor Poulsen

Published by Shannons Club June 21, 2022



Fletch heads off to Menangle, in NSW, for the 2nd Annual Flathead Day, a celebration of the Flathead cylinder head engine used by vehicles since the turn of the century. The Flathead was a pioneer with its simplistic design and is still held in high regard by enthusiasts worldwide.

Although hosted by the Early Ford V8 Club of NSW, the event is open to all manufacturers who use the iconic Flathead cylinder engines. Fletch catches up with several members with their beautiful examples.

First is Pete, with an early 1928 A Model Ford 4 cylinder. The first of the A Models transitioning from the original T Model Fords. The A Model featured a distinct style change to a more modern design and an upgraded engine capacity from 20HP to 40HP 200 cubic inches. Pete's is a fully restored Sports Coupe finished in 'Arabian Sand' and kept close to its original condition.

Another beautiful example is Rob's 1940 Ford Deluxe 2 door, a standard model of the time with the original 221 V8 Flathead side-valve engine. This one has a remarkable history as a Moonshine runner back in the day, captured by the police in 1942 and impounded for 38 years in Oklahoma, USA, at the time with just 20,000 miles on the clock. The car has survived and passed through several collectors' hands before ending up in Australia.

Next is John, President of the Early Ford V8 Club of NSW, with his 1934 Ford V8 Coupe. He purchased it in 1980, restored it in 1988 and has travelled

across Australia to attend events. John says it's an excellent car to drive. It travels well at 100km per hour on the highway and has plenty of get-up and go.

Next is Mike & Sue, with their 1935 Ford V8 4 door they purchased in fully restored. They love it and appreciate the almost 90-year history of the car. Fletch chats with the previous owner, Darren, who undertook the complete nut and bolt restoration in 1997 with his father. He says, 'These cars, they're more than rubber and steel. It's all the memories and the fact that this was the only car he ever restored with his father'. So, understandably there is still a special connection with the car. The Flathead side-valve engine is a real pioneer of the automotive industry.

Enjoy the full 28-minute video: [2022 Flathead Day: Classic Restos - Series 50 - Shannons Club](#)

Enjoy the next two articles from the July 2022 edition of the Queensland Early Ford V-8 Regional Group No. 157 newsletter. And, from the August 2022 newsletter, some Tech Tips.



1935 FORD V8 CONVERTIBLE SEDAN AND “THE McGAFFEY AVIATE”

Our member from Atherton, Danny Appleyard, found this photo on the internet, showing a 1935 Ford V8 Convertible sedan parked beside a mystery aircraft. After posting the photo on the “FORDBARN”, his query was answered by a USA member, “COOP”, who gave a detailed explanation, on the history of the FORD V8 powered aircraft, -the McGaffey Aviate.



Not only did the aviation public wish to have an airplane as easy to buy as an automobile (the rock bottom price on a Model T was only \$295), the manufacturers of private aircraft were equally eager to have their products perceived as airborne automobiles, with equal utility and even greater social cachet. Piper, Taylorcraft, Aeronca, and others dolled their airplanes up with phony grills, wheels instead of sticks, and interiors as much like cars as possible. Even upscale aircraft like Loening Amphibians were decorated and spoken of in limousine terms.

The lust for the best of both possible worlds also resulted in several attempts to combine the two in one vehicle, as best exemplified by the Fulton Airphibian and Molt Taylor's jewel, the Aerocar.

This infectious passion overcame even the director of the U.S. Bureau of Air Commerce, Eugene L. Vidal, a very experienced pilot trained in the Army Air Service, with a strong background in commercial air transportation. In a fit of enthusiasm, Vidal called for a national competition for an aircraft that would be in the \$700 price range: FAPD (Fly-Away Pipe Dream). It was also to be "foolproof"—an achievement that still eludes all manufacturers. Vidal probably knew that, while what he was asking for was unachievable, he was certain to reap a harvest of interest in aviation. The winner of the competition was the twin-boom pusher Stearman Hammond using a Menasco engine, but it was considerably over the target price.

(Continued next page.)



A more realistic competitor was the McGaffey Airplane Development Company's neat little Aviate, which used a converted Ford V-8. Neil McGaffey built the airplane in Pasadena, and Vance Breese flight-tested it at Mines Field in Los Angeles.

The announced price on the Aviate was a mere \$1625. McGaffey planned to sell the engine, nominally rated at 100 horsepower but more likely generating about 95, for \$350. The pod-like cabin, which featured a 1935-Ford-style grill forward and twin booms aft, carried two people. I've been told that Claire Vance had a hand in the design, and the aircraft is similar in outline to his famous Bendix entry.

The announced performance for the Aviate was creditable, with a top speed of 115 miles per hour, a cruise of 100, and a landing speed of only 38. The 34-foot-span, fabric-covered wing was built of solid spruce spars and metal ribs, with the rest of the aircraft almost all metal. The automobile motif was carried further with the use of a standard automobile radio, Ford brake drums, and other smaller components.

The Aviate appeared in mid-1935, and was in existence at least through August 1938. It would be interesting to learn of its ultimate disposition.

For the buffs, the darker sections in the picture are battleship grey and the lighter are ivory grey, all trimmed in "green—for McGaffey—green."

Capt. Charles Spencer (Pan Am) wrote to say that his father, Capt. C. C. Spencer (Pan Am, Ret.), was a partner in the design. The senior Spencer is still flying actively with the California Forest Service. Other automobile-engined aircraft during the period included the Fahlin Plymoucoupe, with a six-banger Plymouth engine; the Ford Arrow; the Campbell F (a really sleek airplane); the Horace Keene Ace; and others; but none caught on. "

Thanks Danny and COOP for this interesting Ford V8 story

THE CONTINUING ADVENTURES OF LAWRIE



Our adventurous member from Gladstone, Lawrie Kyte, is out there at present on another trail blazer in his beloved 1933 sedan, towing his self crafted caravan. Lawrie admits that, despite his continued optimism, he did finally get stuck on a soggy road near Barcaldine. Luckily a road gang were able to get him on his way to Winton, but he did need to back track. Note the “optimistic “ road sign ! Have fun Lawrie .



Drying out day!



Big sky country -Lawrie is sightseeing without the van.

TECHNICAL TIPS

Cleaning New Points

Yes, new ignition points need to be cleaned according to the Standard Ignition Company bulleting.

Dirt, oils or grease from your hands may foul the surface. Light corrosion may appear if the points were stored in a damp environment.

A Q-tip dipped in acetone will remove excess oils, and a light pass with a double cut point file will remove corrosion.

Never use emery cloth or sandpaper as they may leave abrasive particles which could become imbedded in the tungsten.

- sent in by Jerry Purtell

Wheel Balancing Technique

- Loosen a front wheel bearing so wheel spins freely
- Spin wheel, let coast to a stop & mark tire @ 6 O'clock
- Spin wheel twice again
- If stops in different widespread positions, wheel is balanced
- If stops in same or nearly same position, wheel needs balancing weights
- Iterate spinning with different weights until balanced
- Remember to adjust wheel bearing & install new cotter pin

Bob Bidonde-Long Island A's



NOTE: Our Bert discovered that in fact the brake drum was out of balance on his 34, so he used stick on weights to balance that first. Then the wheel.

Should I use distilled water as coolant?

FORD BARN

A. Yes. But only in a 50/50 mix. Distilled water should not be used as straight water coolant, because it can cause damage to system metals. The reason has to do with how distilled water is created.

During the distillation process, water is vaporized into its gaseous phase, so all impurities are left behind. These impurities include a number of minerals, including calcium and magnesium, the two components of hardness. The water is then condensed back into its liquid phase, so the resulting liquid is pure water. In fact, some of the purest water on earth. The problem is that distillation strips impurities from water, resulting in water molecules that are electrochemically imbalanced. So distilled water will actually strip electrons from the metals in a cooling system as it attempts to rebalance itself electrochemically. This can result in damage to metals in a cooling system.

Using distilled water in combination with 50% antifreeze effectively cuts the amount of distilled water in half. By compounding with glycol, it will not cause damage to metals in a cooling system. For this reason, it is safe to use distilled water in a 50/50 mix.

Q. What type of water is best to use as straight water coolant?

A. Reverse osmosis (RO) water. Rather than stripping impurities from water, RO filters them through a membrane. The resulting water is electrochemically stable, and not harmful to metals in a cooling system. RO water is every bit as pure as distilled water, but without the risk of electrochemical stripping of electrons from system metals.

Q. Where can I find reverse osmosis (RO) water?

A. At the local supermarket. Look for DRINKING WATER, which is available in gallon bottles. But do not confuse it with SPRING WATER, which is often high in mineral content. We have performed extensive testing of major brands and generic brands of bottled drinking water, and found that it is almost always composed of RO water.

Q. What are the benefits of using purified water, such as distilled or RO?

A. It lacks the impurities of tap water. Without impurities, its ability to function as an electrolyte is greatly diminished, thereby minimizing damage from electrolysis. It contains no hardness, meaning it will not form scales and deposits that can cause overheating. It does not contain other damaging contaminants, such as chloride or sulfate. And importantly, it enhances the overall performance of No-Rosion, allowing it to more effectively function and provide the full range of benefits that it has been engineered to provide.



Proving Grounds Torture Testing Convinced Motorists to Buy 1947 Fords. -by Robert D. Cunningham

The Ford Motor Company introduced its first handmade, post-war Ford passenger car for the 1946 model year on June 2, 1945. The vehicle incorporated many leftover 1942 body parts. Decorative trim was nearly identical to the pre-war vehicle except for a new massive, chrome-plated grille with red striping within the embossed accents.

Henry Ford II took the prototype home, and President Harry Truman received the first production version, which was a white Super Deluxe Tudor sedan assembled on July 3, 1945. Ford advised motorists they would have to wait from one to two years before getting one of the new models due to the government’s mandated limited production and priority restrictions. Approximately 34,440 Fords were assembled during the 1945 calendar year as 1946 models.



For 1947, Ford implemented only a few changes, including ten new colours and minor updates to the interior and exterior trim. Parking lights were relocated from beside the headlights to below. A new medallion replaced the previous hood ornament, and heavier guards were mounted to the bumpers. Bright fender strips were lowered, stainless-steel belt trim was widened, and the door handles were heavier.

Ultimately, Ford’s marketing department had precious little to crow about, so they humbly claimed: “Ford’s Finer for 47” (which barely elevated the marque above the lowly Crosley, which advertised itself as “A Fine Car”). So, to boost consumer confidence and encourage sales to the most practical minded of motorists, Ford published photos of the new 47’s undergoing



extensive testing at their Dearborn, Michigan proving grounds. Two separate tracks were used- a high-speed course where minimum speeds of 60 mph were maintained for a minimum of 24 hours and a second track for lower rates of travel.



A “fifth-wheel attached to the rear bumper of a 1947 Ford Tudor helped capture data associated with high speeds and fuel economy. Test driver Robert Mallow used a selection of stopwatches installed in the car to record acceleration in progressive speed ranges. At the same time, a meter attached to the windshield, captured information from the fifth wheel.

Malow then piloted the car over a wracking, “body-twist” course- 200 gruelling trips around the track- subjecting it to alternating torsion stresses that tested the body’s integrity, frame, and points of attachment. The new Ford was also subjected to repeated trips through a “water bath” at speeds ranging from 40 to 60 mph, after which Mallow and his associates carefully inspected the car’s interior for leaks.



Braking tests in wet and dry conditions also received considerable attention.

Whether or not the car passed all the tests was never reported, but the public apparently assumed the best. For the 1947 model year, Ford’s output skyrocketed to 429,674 vehicles- rather impressive sales from a menu that offered leftovers that were quickly losing appeal.

Thanks to David Greenlees from “the oldmotor .com” for giving us permission to use his articles. Whilst re-typing this story I did “Anglesize” some of the spelling.—ED.

A CROSS-COUNTRY EXPERIMENT

Driving from Maine to California in an EV – A COVID Challenge

By Rob Porter

Last fall, after multiple lockdowns and social isolation, my work colleague Steve and I were ready for an adventure and retirement experiment. How hard would it be to drive a Tesla Model 3 across the US – from Harpswell, Maine, to California? Could we make the trip safely with minimal exposure to pandemic risks? Could we avoid the interstates and re-fuel conveniently? More broadly, could we gain a better understanding of the country's current rigid polarization?

We launched on foliage-lined secondary roads across northern New England and beyond. Our first targets were five antique car museums in Ohio and Indiana to see Packards, Pontiacs, Fords, Studebakers, Auburns, and Duesenbergs. These splendid examples of American ingenuity, design, technology, and industrial power reminded us of the important role that the automotive industry played in our nation's industrial achievements and the development of labor unions and the middle class.



1936 Ford

After our old car fix, we drove through central Illinois with its history-filled towns and cities sprinkled among impressively beautiful farmland. A highlight was Abraham Lincoln's home and Museum in Springfield. The extreme polarization and difficult decisions that he faced then reminded us that our nation's current polarization is not unique and can be

reduced. Like recent presidents, Lincoln faced deep divisions over the direction of the country, its core values, and his own leadership. My paternal ancestors migrated from Ohio to Illinois when land there opened up for settlement in the 1830s. Near Springfield, I discovered 20 ancestors buried in the now-abandoned farm town of Grove City, including my 3x great grandfather Peter, a War of 1812 veteran. It appeared that the area had not changed much in the intervening 200 years. It remained beautiful pastoral countryside with long vistas across agricultural fields and few houses. I wondered who now owned the farms – individual families or large agri-corporations.

Next was the long trek across Kansas with its beautiful countryside and historic towns. Leaving Kansas, we took in spectacular views of the Rockies soaring upward in the distance across the farmlands of eastern Colorado. Driving along scenic Route 128 to Moab, I understood why people have worked hard to preserve Utah's Red Rock Country, an area of unsurpassed pristine beauty. The many spectacular national parks were busy with visitors taking advantage of the wisdom and planning of the previous generations who preserved these large and important landscapes for future generations.

With only two days left on our journey, we over-nighted in the diverse retirement city of St. George, Utah. Our B&B sat catty-corner from Brigham Young's winter home, a reminder that this remained an area of Mormon settlement. The B&B's early polygamist owner would hide in a secret attic room each time the Feds came to arrest him. Our last and 14th day on the road took us south from Las Vegas along secondary roads across the Mojave Desert and to our goal in Southern California.

The answers to the questions we posed at our trip's beginning were all "yes." One can easily drive a Tesla across the US. With one or two exceptions, we were able to go everywhere we wanted without worrying about finding recharging stations. Tesla founder Elon Musk was smart to install exclusively Tesla fast-supercharging stations almost everywhere, a move that has given the Tesla an advantage over other plug-in cars for now. That exclusivity will not last much longer. Other manufacturers are producing cheaper EVs, and more fast-charging locations are populating the nation, thanks to government and private programs.

At the start of the trip I had wondered whether taking 10–40 minutes to recharge would be boring and unproductive, but it was not. We took advantage of that time to exercise, eat, and explore. We quickly learned to pay attention to driving conditions, speed, and the frequency of recharging the car. Driving 70 to 75 m.p.h. into relentless 25 m.p.h. headwinds sweeping across the Kansas plains drained the battery much more quickly than driving in calm air at 50 to 60 m.p.h. We found fatigue and stress to be less of a problem if we drove on secondary roads whenever possible, thereby avoiding huge trucks and reckless speeders. The need to take 10–40 minutes to recharge twice a day also gave our bodies a chance to recover nicely. It was possible to travel by road and stay safe from COVID. We ate outdoors whenever we could and dined inside at off hours.

The beauty and diversity of the United States were awesome and ever-present, and each day was full of unique experiences. Despite our nation’s regional differences and current polarization, we felt at home everywhere, and people were universally friendly. We drove portions of two iconic routes that transcontinental travelers had traversed in centuries past – the Oregon Trail and Route 66, the “Mother Road” built in the 1920s to connect the East and West and to stimulate development. We e-car travelers felt a kinship with those who had experimented with new routes and vehicles centuries ago.



1936 Ford Tudor Deluxe Touring Sedan



Old style Texaco station on Route 66 in Dwight, Illinois, opposite Tesla charging station



Rob Porter’s non-EV 1951 Ford Country Squire Woodie

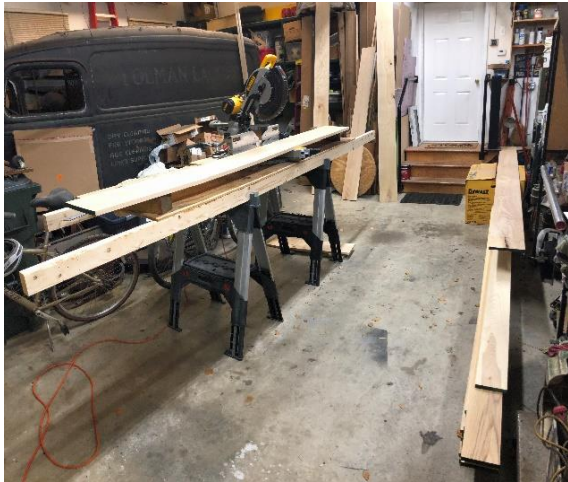
RESTORATION UPDATE

By Dave Gunnarson

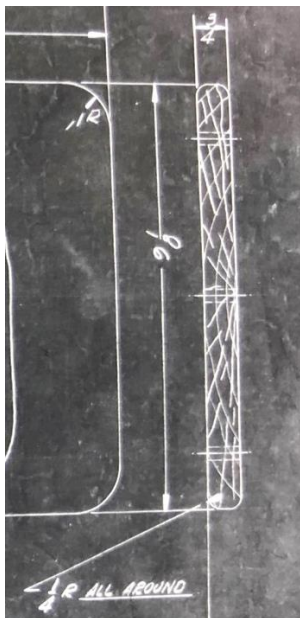
The latest chapter in restoring my 1935 stake truck is the beginning work on the platform and stakes. I like to think of this type of work to be like a baby step in the overall process. The bed is a bit over 7 feet wide and 12 feet long. There are nine stake panels; one across the front, three along each side, and two on the back. The stake panels are made of four rows of ash slats with the bottom row 9-1/8" tall and the other three each 5-1/2" tall. One row of the front panel is split to allow for the cab’s rear window. Thanks to Milford Sprecher, I’m getting wood from Hicksville Planning Mill in Hicksville, MD, just north of Hagerstown. The most difficult challenge so far is finding a source for the white oak bed planks and the beams which fit along the frame rails underneath the bed frame. The bed boards are 1-1/4" thick and 8" wide the beams are 2-3/16" thick and 7-

1/2" tall and all are over 12 feet long. Finding good quality wood in these large dimensions is not easy, but hopefully I'll have it in a few months.

John Ryan rode with me to pick up the 100 board feet of ash last month. These boards were a bit over 9 feet long and finished to the correct widths.



This week I decided to cut the boards to length for all 37 individual slats needed to create a complete stake body. The finished boards require one-inch rounded corners and 1/4" rounded edges. On one of my trips to the Benson Ford Research Center, I was able to obtain a full set of engineering drawings for all of the stake bed slats so I was sure to know the correct measurements and shape requirements.



The first step was laying out the cut pattern on each board to get a full set of 37 slats and minimize

the knots and other imperfections in the boards. After a few hours, a full set of raw slats was finished.



The next step was rounding the four corners of each slat. I used a small piece of 2" PVC pipe as a template with a temporary standoff to help align the pipe and marked each board corner. A handheld scroll saw did the work of rounding the corners.



This left some roughness on the corner so I used a belt sander to smooth each corner. Then, using a holding jig, I used a router to round the edges.



The final step was a light cleanup sanding. Now I have all the slats ready for the day when they get to be drilled for riveting onto metal stakes to form the completed panels.



One baby step down, so many more to go.

OUT AND ABOUT

The Berryville Steam Show – Friday, July 29
by Nick Arrington

I've always loved this show. My son Jesse and I attended Day 1 this year and it was absolutely packed. The show may not feature a lot of show cars but it makes up for it with hundreds of Doodle Bug Tractors, Stationary Motors, Steam & Gas Tractors, and so much more. You can really see how steam and gas power reduced the drudgery and labor involved with everything from washing machines, whose exhaust pipes you would route through an open window, to gas-powered crosscut saws. The

steam engines are fascinating, and one owner explained to me how, years ago, many farmers pooled their funds together and would basically co-op a machine to cover several farms and they would calculate the cost of horses – their upkeep, age, feed costs, etc. – in making the business decision to invest in steam. We bumped into Clem admiring the sawmill in operation while waiting for the bean soup to be ready. It's a great show a stones throw from Northern VA.

P.S. Hope everyone is enjoying the summer. Mark your calendar for September 20 for our Summer Picnic.



Doodle Bug tractors galore!



Gas-powered crosscut saw



Memorabilia and collectibles for sale



Gas-powered washing machine



Steam power on display



Nash "Quad" 4 WD truck



Clem and Jesse

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



LONE DESTROYER IN THE EASTERN MEDITERRANEAN

by CAPT Donald E Pauly, USN Retired

As the year 1968 began, USS TURNER (DDR 834) was given an unusual assignment by the Admiral commanding the Sixth Fleet. We had to have a large van of electronics equipment welded to our deck aft, and then embark a group of technical experts to operate that equipment. After refueling to our maximum capacity, we steamed alone to the Eastern Mediterranean area west of Syria and began a research project. We were the only U S Navy ship in the entire eastern half of the Med, so we steamed on one boiler to conserve fuel in order to maximize our time on station. Throughout this mission we carefully operated only in undisputed international waters.

All went well for several days and nights, but then we got company. A Soviet destroyer appeared on the scene, and began to try to harass us by steaming uncomfortably close. It was obvious that he wanted us to leave that area. His tactics did not deter us since we simply ignored him and continued our mission work. After a day or two the Soviet ship turned to the west and departed over the horizon. We were on a northerly heading. Our radar tracking of the Soviet next showed him reversing course. Thinking ahead as a Commanding Officer should, I now realized what the Soviet CO was trying to do. By going over the horizon he had set up a new situation under the International Rules of the Road, and he was now returning on a deliberate collision course. We were the privileged ship and obliged to hold course and speed. He was required to avoid us, but instead I believed he was going to press on in and try to scare us into maneuvering to avoid him, thereby having us show fear by breaking the rules. That would be a successful intimidation of us, and probably the first of other attempts to follow which he hoped would then cause us to abandon our mission and leave the area. I vowed to myself that I would not be intimidated.

I passed the word over the 1MC that we would be going to General Quarters in a few minutes, and that at the sound of GQ, the crews of Mounts 51 and 53 should put over the big in-port fenders on the port side before manning their mounts. As the Soviet destroyer got close, we went to GQ, and I then passed the word to stand by for a collision. I decided that when he got so close that we were "in extremis", I would come hard right to avoid his sharp bow, and that if he then failed to take any avoiding action, the resulting collision would be a sideswipe, hopefully with no crippling damage to us. I watched the oncoming Soviet ship's bridge with binoculars and picked out their CO who was also watching us. He seemed surprised when our fenders appeared, but he quickly seemed to realize that this was a sign that I was not going to give way. So he gave the order which brought his ship sharply right to pass closely under our stern, a very belated but proper move on his part. We did exercise the gun mounts in train and elevation briefly, just to indicate that we were manned and ready. But we never aimed in his direction since we were stressing that our presence was peaceful and lawful. He could now see that his intimidation attempt had completely failed, so he turned west again and departed the area. He never returned.

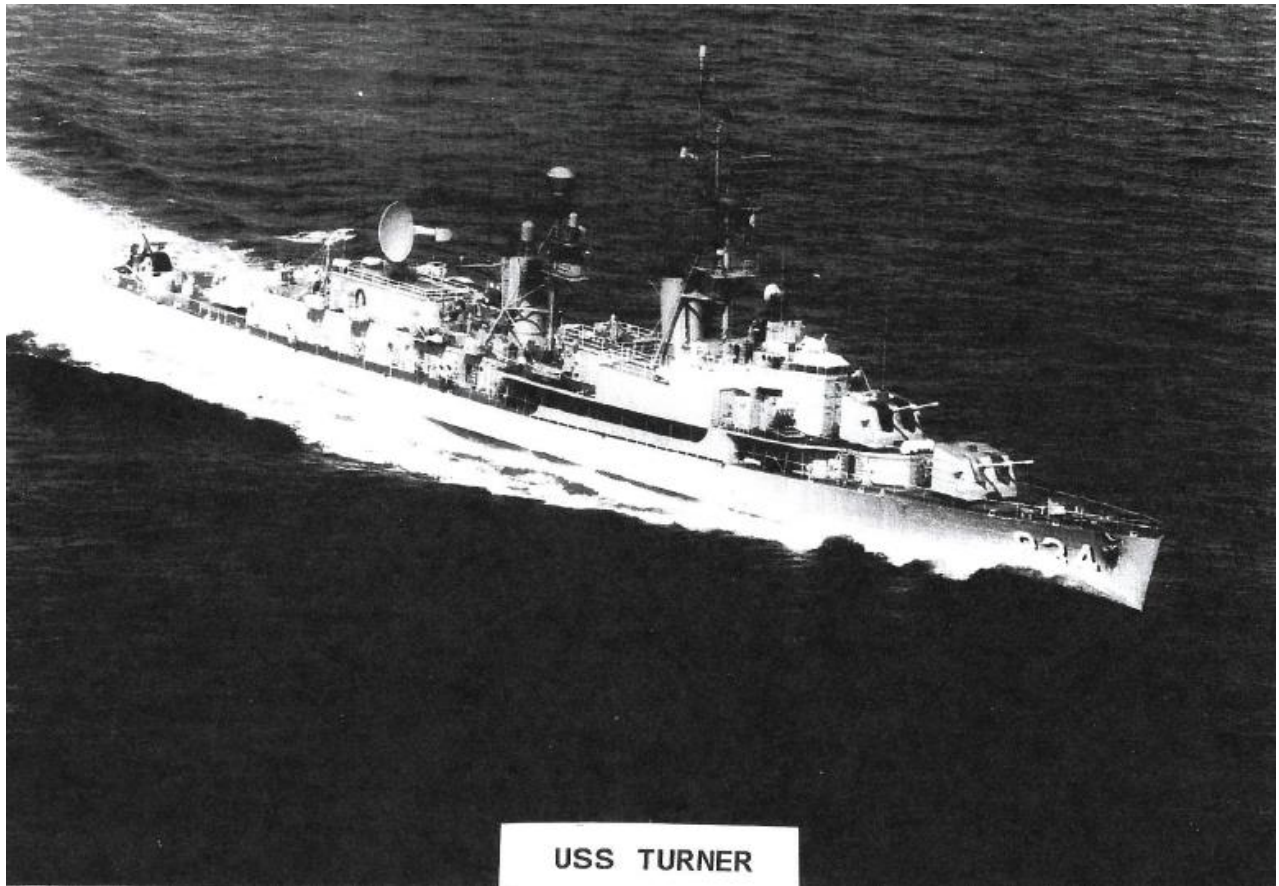
We continued our research mission undisturbed. On 23 January USS PUEBLO, also on a lone ship mission, was attacked and captured in international waters off North Korea. Learning of that tragic incident firmed my resolve to never be intimidated. On 26 January our research mission suddenly ended with a high priority message from COMSIXTHFLT to proceed at best speed to a location several hundred miles away to conduct a search for a missing Israeli submarine. I turned the ship to its new course and increased speed to 17 knots, the designed top speed on one boiler. I passed the word to the crew as to our new mission and directed that a second boiler be lit off ASAP. Minutes later my senior BTC came to the bridge to tell me that he had some illegal burner sprayer plates which could increase our speed while awaiting readiness of the second boiler. I told him to use them, but to watch carefully for any sign of damage from this risky over-firing of the boiler. We immediately increased our speed by several knots.

When the second boiler was ready we went to 27 knots. Upon arrival at the search position we slowed to best sonar speed, returned to one boiler operation, and followed the planned track of the submarine DAKAR, a 20 year old ex British sub which had been enroute to Haifa from an overhaul in England. We doubled our lookouts, and carefully searched with our sonar, but with a pause every five minutes to call DAKAR on our underwater telephone. We were soon joined by two Turkish destroyers and two Greek destroyers. As the search commander, I put them in a line of bearing search on each side of the track, Turks on one side and Greeks on the other, and TURNER remained in the middle. A thorough search for five days found no trace of the missing DAKAR - no sonar contact, no phone response, no oil slick, no debris, nothing. Sadly, we were then directed to abandon the search.

The tragic loss of DAKAR was never forgotten by the Israeli people, and their devotion to the memory of its crew resulted in the Israeli Navy conducting searches for DAKAR each year thereafter for the next 25 years. In 1996 they contracted with Nauticos, an ocean exploration firm, to resume the search. In 1999, using special deep sea search equipment, DAKAR was found on the bottom at a 10,000 ft depth, completely crushed except in the bow area. The book "Never Forgotten" documented that 1999 Nauticos search and reports that there was no sign of collision. That meant DAKAR suffered a catastrophic structural defect in the bow while cruising submerged, taking her crew of 69 to their deaths. DAKAR was on her track for Haifa, and the compass on her open bridge was seen to be frozen on the correct heading. It now appears that TURNER passed over her shortly after the disaster, but could not detect anything already on the sea bottom at that great depth.

During the search we had two significant equipment casualties which had to be reported by CASREP message. Our surface search radar became inoperative due to a broken gear, and our top speed was limited due to a broken spring on a main feed booster pump safety relief valve. In each case there were no spare parts in our allowance, so COMSIXTHFLT was surprised a few days later when we sent CASCOR messages reporting both items repaired. He sent a message asking how we had done that, since he knew parts could not possibly have reached us. I replied that my Engineering Officer had found a gear in the wardroom clock which fit the radar, and he had taken a spring from the fish scale in his personal fishing tackle box to fix the pump. The Admiral responded with a commendation for "Yankee Ingenuity", congratulated us on our performance in both of our lone destroyer assignments, and offered us a port visit in any port in the Med as a reward. I had my crew vote on the port we should choose, and they selected Palma on the Spanish island of Mallorca. So we went there next for a most enjoyable visit. Since then Palma has been known as "Turnertown" to that great crew. But that is another story, best told by them.

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WHICH DON SERVED ON FROM
1966 THRU 1968 AS ITS
COMMANDING OFFICER



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2022 RAFFLE CAR!



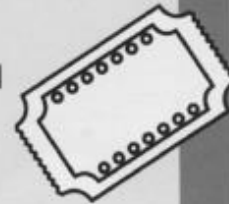
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License# 145296

DRAWING SEPTEMBER 9TH 2022

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For more information about the raffle contact the museum
(260) 927-8022 fordv8foundation.org info@fordv8foundation.org





Contacts:

Registration: Jim and Sally Batchelder (703) 339-2064
Show Information: Gene Gilkey (703) 830-5313
Randy Higgins (703) 853-2235



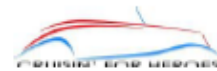
46th Edgar Rohr Memorial Car Meet Saturday, September 17, 2022

Manassas Museum, 9101 Prince William St., Manassas, VA.
11:00 AM - 3:00 PM; Car registration 8:00 AM - 11:00 AM

All attendees must comply with current COVID-19 restrictions and advisories
All show vehicles must enter Prince William Street at Grant Avenue



Go to www.cruisinforheroes.com for
information on Fisher House



Charity Event benefiting the Fisher House in cooperation with Cruisin-For-Heroes

- ✓ 1997 and older collector vehicles including street rods/modified
- ✓ Dash plaques for first 175 registrations
- ✓ Total of 50 awards presented plus Door Prizes and Silent Auction
- ✓ Participant Judging for Top 35 Class A & B awards, 1 Class C Award
- ✓ 50/50 Charity Raffle by Cruisin-for-Heroes benefitting the Fisher House
- ✓ Free admission to Flea Market
- ✓ Free trailer parking at the Osbourn High School
- ✓ Model T assembly/disassembly demonstrations
- ✓ One block from Old Town Manassas dining and shops
- ✓ Nearby International Food Festival and Farmers' Market
- ✓ Rain or shine

Visit past shows on the web at www.bullrunaaca.org

1955 Mercury Monterey
Owners: Gene & Jennifer Gilkey
2021 Arthur Ault Award Winner



MEET RULES:

- All show vehicles will be classed as Stock, Modified, or Post 1997 upon arrival by Bull Run Region and decisions are final.
- Stock vehicles, Class A, must reflect equipment available for the year and model vehicle except for minor upgrades and safety modifications.
- Modified vehicles, Class B, must be 25 years old or older based on the vehicle's state registration.
- Post 1997 vehicles, whether stock or modified, are in Class C
- Vehicles may be displayed as the owner wishes within the space allotted and must not interfere with other participants or the flow of traffic. Hoods must be open for best of show judging.
- All vehicles must have a fire extinguisher.
- Vehicles must be driven onto the show field under their own power
- Once parked, vehicles must remain turned off until the meet is over at approximately 3:00 pm.
- Vehicles needing to exit earlier must be escorted off the field. Contact a Bull Run member to arrange escort.
- Cars with "For Sale" and/or "Raffle" signs must be in the Car Corral and registered for the show as such.
- Results of the vote tally are final.
- No alcoholic beverages are permitted.
- No food sales unless authorized in advance by Bull Run Region.
- Pre-registration fees are non-refundable except for show cancellation by Bull Run Region.

Awards*

TOP 35 Class A & B

Class A – All Stock vehicles up to 1997

Class B – All Modified vehicles up to 1997

Class C – Post-1996 Vehicles, 1st place only

Best of Show Ford

Best of Show GM

Best of Show Chrysler

Best of Show Independent

Best of Show Foreign

Best of Show Modified

Best of Show Stock Pre-War

Best of Show Stock Post- War (1946 to 1967)

Best of Show Post-War (1968 – 1997)

Best of Show Original/Unrestored

Youth Award – Selected by Boy Scouts/Explorers

Mayor's Choice Award – Selected by Manassas Mayor

President's Award – Selected by Bull Run President

Edgar Rohr Memorial Award – Selected by Chip Rohr

*Class awards are based on vehicles receiving the most votes. The number of awards in classes A & B is determined by the percent the class represents of the total vehicles at the show. Best of Show awards are chosen by Bull Run Region Chief Judge's Committee.

DIRECTIONS All show vehicles must enter Prince William Street from Grant Avenue

GPS Directions use 9500 Liberty Street Manassas,VA

From I-95: Travel I-95 to Exit 152B - Route 234 North (Manassas). Drive about 14.5 miles and make a right at the second light onto Business 234. Drive another 2.5 miles and take a right at the light onto Prince William Street, (before railroad underpass) — follow signs to show car entrance

From I-66 (coming from the west): Travel I-66 to Exit 44 - Route 234 By-Pass (Manassas). Drive about 6 miles and make a left at the light onto Business 234 (Dumfries Rd.) Go another 2.5 miles, take a right at the light onto Prince William Street, (before railroad underpass) — follow signs to show car entrance.

From I-66 (coming from the east): Take I-66 to exit 53A and follow Rte. 28 south, 7.8 miles into Manassas. Turn left onto Grant Ave. (Business 234), go under railroad overpass and left onto Prince William Street at first light. Follow sign to show car entrance.

From Prince William Parkway (Dale City / Woodbridge): At Liberia Avenue light (where Parkway makes left turn) continue straight onto Wellington Rd. Go 1.3 miles to Grant Ave., and turn right. Turn right at second light onto Prince William St.; follow signs to show car entrance.

Trailers: Instructions above are for show cars. Trailered cars should enter into the Osbourn High School parking lot off Main Street, just south of Prince William Street. Show cars can then be driven to the show entrance. From Osbourn HS. Make right turn onto Main St and go to Church St, left turn onto Church St, then turn left at the light onto Grant Ave (Business 234) go under the railroad overpass and turn left onto Prince William Street at first light. Follow signs to car show entrance.

----- (CUT HERE) -----

REGISTRATION

Make checks payable to "Bull Run Region, AACA"

Send all registration forms and payment to Jim and Sally Batchelder,
7702 Cashland Ct., Alexandria, VA 22315

Car pre-registration (received by 9-14-2022): \$20

Show-day registration: \$25

Car Corral registration: \$30

Flea Market vendor registration: \$30 for 10' x 15' space

Registration includes \$5 donation to Fisher House

Bull Run Region and Manassas Museum will not be responsible for damages or personal injuries on the show grounds. Bull Run Region and Manassas Museum reserve the right to refuse admission. Multiple vehicles require separate registrations. Payment can be total of all registrations.

Name _____ Phone _____

Address _____ E-mail _____

City _____ State _____ Zip _____

Circle one: Stock Modified Modern Flea Market Vendor Car Corral

Make _____ Model _____ Year _____

Version: 6-17-22



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)



1939 Ford Deluxe Tudor: Excellent interior, exterior, Columbia Overdrive. This was Club Tech advisor Dan Krehbiel’s personal car for the last 10 years. Call Joe Valentino for more information. (02/23)



PARTS & ACCESSORIES FOR SALE

Lots of V-8 parts: Mostly ‘30s stuff, esp. ‘35–‘36. Locks, gauges, spark plugs, motors, trans, rears, fenders, tools, literature, misc. **Jim Crawford** (EFV-8-CA), 301-752-0955. (02/23)



Four beautiful 1950 Ford Crestliner hubcaps: No road rash, dents, or dings. Only need some touch up on the black painted circles and Ford name. Polishing would make them show quality. Perfect for a nice driver car as they are. Your price \$250 plus shipping for all four. **Otey Pemberton**, Henrico; (804) 261-6646 or oteypemberton@gmail.com.

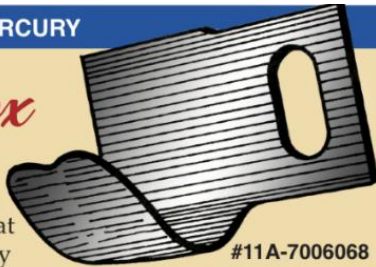


Air Hose on Reel: Can be ceiling- or wall-mounted. This is unused and in new condition. Probably from H F where the reel and hose are sold separately for about 50 bucks. I'd like \$35. **Dave**, 703-938-8954. (07/22)



'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

(07/22)

SAVE THE DATE

Save the Date! Plan on joining us at our annual Summer Picnic which shall be held Tuesday, September 20, at Occoquan Regional Park (Pavilion 4), 9751 Ox Road, Lorton, VA, from 11:00 AM till 3:00 PM. Rain or shine event – No rain date. Cost, menu, details, and more to come!



Pavilion 4 Occoquan

August 2022 NVRG Membership Meeting

The next NVRG membership meeting is all about the operations of the Ford Motor Company in Washington, DC. That's right, in our own Northern Virginia back yard, Henry Ford built an automotive plant (and not the one in Alexandria). Dave Gunnarson has done some research at the Benson Ford Archives and a few other sources to bring together a presentation on this interesting facility with historic photographs and a glimpse back in time. Hope you can join via Zoom.

Meeting information:

David Gunnarson is inviting you to a scheduled Zoom meeting.

*Topic: NVRG August 2022 Membership Meeting
Time: Aug 9, 2022 07:30 PM Eastern Time (US and Canada)*

Zoom Meeting Link:

<https://us02web.zoom.us/j/83981411760?pwd=bWZrcjJEeEFqUTQ2cFQONVILNHBwdz09>

Meeting ID: 839 8141 1760

Passcode: 428213

Phone: 301 715 8592




NVRG 2022 Calendar



| August | |
|-----------|---|
| 9 | Membership Meeting – 7:30 PM. Program: Ford Operations in Washington, DC: Presenter: Dave Gunnarson |
| 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. |
| 26 | NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend. |
| September | |
| 13 | Membership Meeting – 7:30 PM. Program: Multi-Topic: Mechanical Brake Rx, Tire failures, Interior Cardboard; Presenters: Dave Skiles, Bill Simons, Dave Gunnarson |
| 14 | 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. |
| 20 | Summer Picnic – Occoquan Regional Park, Lorton, VA. 11:00 AM–3:00 PM. |
| 27 | NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend. |
| October | |
| 11 | Membership Meeting – 7:30 PM. Program: Hershey Review; Presenters: Membership |
| 12 | 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. |
| 25 | NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend. |

Looking Ahead!



 September 20 – Summer picnic

Valve Clatter Content Coordinators

| SECTION | COORDINATOR | EMAIL |
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| 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 |
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NVRG Car of the Month
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