



www.nvrg.org

Valve Clatter

Early Ford V-8 Club of America



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

Volume XLIV, No. 12, December 2022

Editors: Nick Arrington & Stephanie Beavers

November 2022 Membership Meeting

K.R. WILSON TOOLS

By Hank DuBois



If you're like me, you really look forward to – and appreciate – the great tech programs offered at many of our monthly membership meetings. Our November meeting had an exceptional one of these in which we first looked at the history and development of K.R. Wilson tools before looking specifically at some of these tools as owned and used by three club members: Cliff Green, Dave Gunnarson, and Ken Burns

Up Front with the President

December 2022



President's Message December 2022

Thanks to NVRG Vice President Cliff Green for stepping in and covering for me while I was vacationing in India for three weeks. Cliff led the board meeting in October and wrote the President's Message for the *Valve Clatter*, among other duties. More broadly, I thank all members of the board of directors and the committee chairs for delivering a very successful NVRG year – not only those great activities, monthly programs, and newsletters we so often highlight but also the administrative work behind the scenes (e.g., membership, website, sunshine, financial, etc.) that makes NVRG run smoothly all year long.

The beautiful NVRG 2023 calendar is now available! There's no better way to admire our early V-8s while keeping track of NVRG events and all your other activities during the year. Still only \$12 each. You can pick them up at the holiday party or receive them by mail (\$15 with postage).

Dues for 2023 are due! It's wise to send in your dues (\$25 per year) now before the many distractions and general hustle and bustle of the holiday period take hold. See the notice in this issue for details.

There is no regular monthly membership meeting in December. Instead, we join in celebrating the past year at our traditional holiday party on December 10th at P.J. Skidoos in Fairfax. I look forward to seeing the 40+ NVRG folks who will be attending!

Breaking news!! Beginning in January 2023 we will return to in-person membership meetings!! Since our longstanding venue, Nottoway House, remains unavailable, we will be meeting at the Green Acres Center in Fairfax City on January 10th – our traditional second Tuesday. Details on the new venue, its location, and the meeting program will be broadcast to everyone by email and posted in the January *Valve Clatter*. I encourage everyone to attend and participate in our return to normalcy.

Best wishes for a joyous holiday season and healthy and happy V-8 new year,

John

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)	

K.R. Wilson, cont'd.

Dave kicked off the evening's program by giving us an overview of Kirke Ronald (K.R.) Wilson's working life, starting as a very young mechanic and garage owner, then as a gifted tool designer and developer and, finally, as a savvy businessman and entrepreneur.



Kirke Ronald (K.R.) Wilson

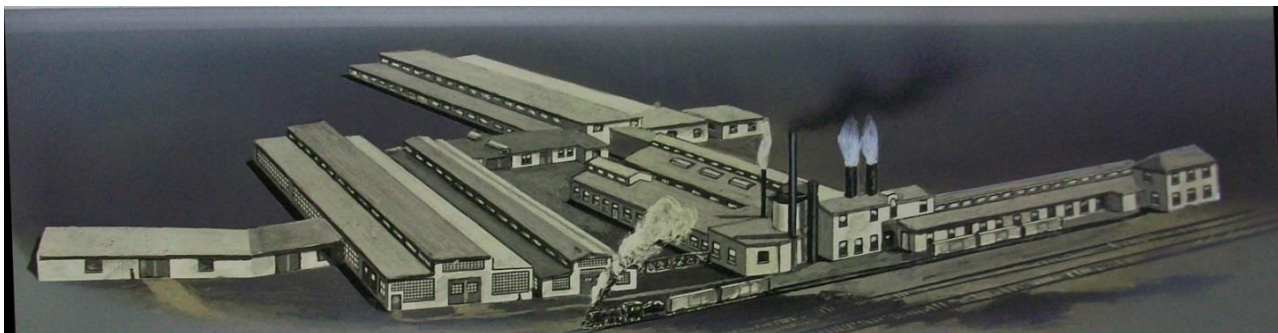
K.R. Wilson was born in 1889 in Arcade, NY, and, by the time he was age 16 in 1907, was operating his own garage out of an old barn, repairing bicycles as well as the few cars that were on the road at that time. By 1910, he was a Ford dealer and sold other makes as well. In 1916, he opened a Ford Commercial Car repair shop and, in the same year, developed a jig to accurately ream the bushings in the Model T transmission, a critical operation in successfully rebuilding it. This tool quickly became very much in demand and advance cash orders for it provided the

capital that propelled KRW forward without any capital borrowing necessary.

He also designed other Ford-specific tools which, like the transmission jig, were built by outside vendors and sold to Ford dealers and repair shops. In 1920, in order to consolidate his operations and increase profits, he built the first two sections of what would become, by the end of the decade, an expansive factory in Arcade, NY. In 1921, he developed a first-ever combination machine for use in rebuilding Model T engines, including the critically important job of pouring and correctly reaming the Babbitt main and cam bearings. Like the transmission jig, this tool became very much in demand, with Ford of Canada even recommending it to all of its dealers, and it set the stage for what would become the very successful KR Wilson Tool Enterprise.



KRW Combination Machine

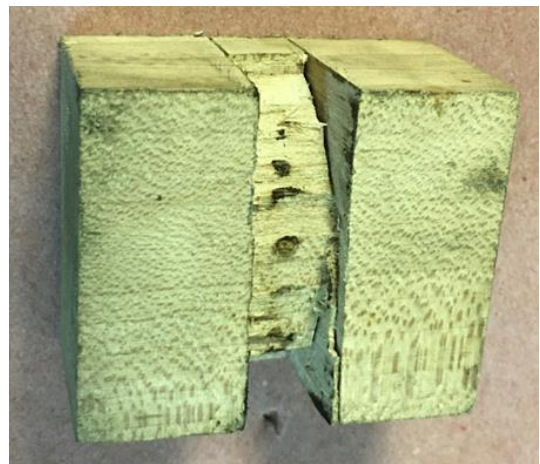


KR Wilson Factory, Arcade, NY (ca. late 1920s)

In 1926, K.R. Wilson was finally able to meet with Henry Ford in Dearborn, MI, to demonstrate the effectiveness and value of the Ford-specific tools he had developed and to convince Henry that these tools and the training to use them should be made available to Ford franchised agencies and repair shops worldwide. A bargain was struck which united KRW Tools and the Ford Empire for more than a quarter century. In addition to tools, KRW went on to develop training materials for workshops and schools for Ford repairmen. Ford strongly recommended KRW tools to its dealers and repair shops and referred to the appropriate KRW tools in its Service Bulletins and Manuals. In 1948, prior to the introduction of the '49 Ford models, KRW furnished complete sets of redesigned tools for these new cars to all Ford Branch Schools in just 21 days after the blueprints for the tools had been approved. Additionally, just 5 months after the tools were accepted by Ford, KRW manufactured and supplied complete sets to 85% of the Ford dealers in the country, an amazing feat!

K.R. Wilson died in September 1948 at the age of 59 while on a business trip to Detroit, which very likely was related to the 1949 service tool/training rollout. After K.R.'s death, the business continued under the leadership of his brother and sister, with the focus of the business gradually shifting from automotive tools to hydraulic presses and other industrial tools. During K.R. Wilson's reign, most sales were made directly to users via mail order or at trade shows in order to maximize profit, with some sales made via established tool and equipment distributors. He was a focused and tireless individual and reportedly worked up to 20 hours a day, if need be, with virtually no time spent on hobbies, sports, or just plain relaxing. His legacy revolves around the peerless tools that he designed and manufactured and which, even today, are sought after by vintage Ford repair shops, tool collectors, and vintage Ford buffs. KRW tools were exceptionally well made for continuous service in dealer/repair shops and were not meant for just limited hobby use. However, hobbyists like us can and do appreciate and use them if they can be obtained at a reasonable price.

Cliff Green was next on the agenda and he started off by describing a "tool" that he had designed and made to assist him in adjusting the emergency brake on his '40 Woody. Cliff made the tool out of maple, shaping it to fit behind the U-shaped rear cable equalizer and drilling a round depression in the back of it to fit one end of a C-clamp. The other end of the C-clamp is placed against the frame extension that supports the front E-brake cable w/turn buckle. The emergency brake cable can then be adjusted by turning the turn buckle and then reinserting the clevis pin that holds the turn buckle to the rear cable equalizer. Cliff's tool makes what could otherwise be a pretty frustrating and difficult job into one that's pretty straightforward and easy. Cliff said it's a tool that K.R. Wilson should have made!

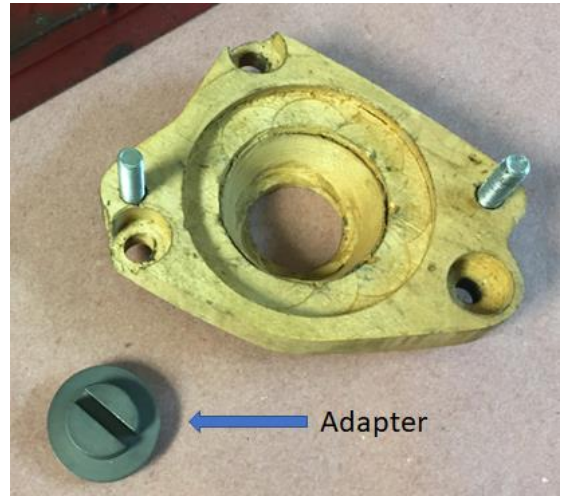


Cliff's brake adjustment tool wood block



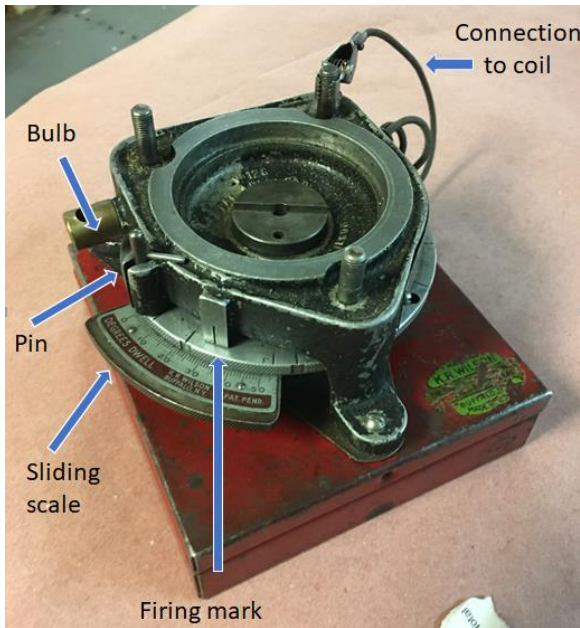
Cliff's brake adjustment at work

Next, Cliff went over the distributor timing fixtures (V-126) that KRW made. The early 1930s version was mounted on a wood box and the later 1940s version was mounted on a metal box. The early version did not have a dwell scale whereas the later one did and this allowed dwell to be set as well as timing. KRW also made adapters for the timing fixture so that it could be used on the new 4-cylinder, 6-cylinder, Zephyr, and '42-'48 "pancake" distributors.



Cliff's handmade wood adapter

Cliff then went on to describe briefly how the fixture is used to set timing at 4 degrees before TDC and dwell at 35 degrees. He said the fixture is very accurate and consistently produces fine results. So far, Cliff has rebuilt and/or timed over 150 distributors using the fixture and he credited it with being "a real workhorse." Serviceable fixtures can still be found from time to time at flea markets with prices ranging from \$200 to over \$400. However, instead of spending the money to purchase one, Cliff volunteered to adjust/time club members' distributors for them. Cliff set up the '42 pancake distributor that I'm running on my '35 Coupe and the car couldn't start or run any better! Thank you, Cliff!



KRW distributor timing fixture (V-126)

Cliff's later fixture didn't come with any adapters so, being the "can do" guy that he is, he made the pancake adapter out of maple using an original KRW one that member of fond memory, Mike Prater, had as a pattern. The KRW timing fixtures were very popular (still are) and Cliff indicated that KRW had made over 18,000 of them by the early 40s.

Cliff then turned the program back over to Dave, who proceeded to tell us how he went about restoring a pretty beat up early KRW timing fixture that he purchased from the estate of Pat McFarland in Upstate NY.



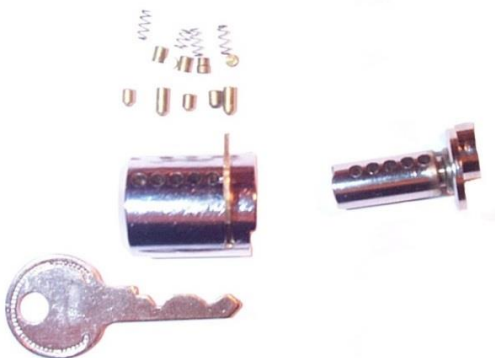
KRW distributor timing fixture (V-126) before restoration

Issues with the fixture included: a severely cracked and dirty box with a cupped top, missing or incorrect hardware on the box, missing shade tube to cover the bulb, and a broken and stuck lock pin for the revolving plate. Being another “can do” guy like Cliff, Dave meticulously repaired/restored each of the problems, refinished the wood box, and, using the correct type “crinkle” paint, refinished the cast metal parts so that the fixture now looks practically NOS. He also added a dwell scale to the fixture by fabricating a steel and aluminum “bench” that pivots on a stud that is centered in an existing hole in the bottom of the fixture. The bench fits right next to the revolving plate and is topped with the correct KRW dwell scale that he photographed/copied from Cliff’s fixture.



KRW distributor timing fixture (V-126) restored

Dave then went on to talk about the KRW Key Cutter (ABV-388) that he has. First, though, he described how a key lock cylinder works. In the case of our early V-8s, the cylinder contains 5 sets of pins with varying pin lengths in each set but with each pin set being the same overall length.



The lock can be opened when the correct key pushes the 5 pin sets upward so that the joint for each set of pins falls on the shear line between the outer lock cylinder and the inner part of the cylinder that holds the key, thus allowing the key to turn. Dave then described how the Key Cutter is operated in cutting each of the 5 “steps” on the key. The Key Cutter came with a code book containing about 100 pages that correlate lock codes, e.g., F.C.079, with the proper code to be used on the Key Cutter for cutting the 5 “steps” on the key, e.g., 13317. Dave then graciously volunteered to cut keys for club members at no charge if they provide the keys. Thank you, Dave!



KRW key cutter (ABV-388)

After briefly describing how KRW made a wide variety of items in addition to Ford service tools, like a marine conversion for flatheads, air compressors, shop benches, grinders, etc., Dave turned the reins over to Ken.

Ken started his segment by talking about KRW rear hub pullers as well as a couple of other brands. The KRW puller (ABV-156) is a really beefy tool that was designed to work on all Ford cars, from the Model A through 1948, and pulled on the step/groove that was at the outer center of the hub. This allowed for maximum pulling pressure to be applied without possible damage to the hub, unlike competing pullers (such as one made by Snap-On) that applied pulling pressure to the wheel studs on the drum and were practically guaranteed to distort or

bend the drum if the hub was really locked onto the axle.



KRW hub puller (ABV-156)



Hub puller style to avoid

The next part of Ken's presentation dealt with the KRW tools designed to be used on '39-'42 Ford hydraulic brakes. First, though, he went over the introduction and progression of hydraulic brakes on American cars, with the 1914 Duesenberg racecar being the first, then the first passenger car (1921 Duesenberg Model A), and eventually the low-priced

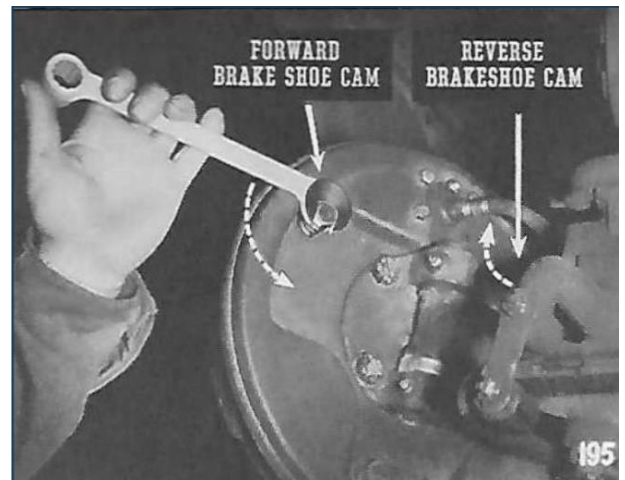
three: Plymouth in 1928, Chevrolet in 1936 and, finally, Ford in 1939.

Ken went over some of the training aides and materials Ford developed to train mechanics on the "new" brake technology, including a rather sophisticated (for the time) system using a film projector and sound equipment.



Ford mechanics training kit

Service bulletins covering the new brake systems for all Ford/Mercury/Lincoln models were also issued. Service bulletins issued by Ford of Canada also included reference to, and instructions for, using the special KRW brake tools. The '39-'42 brakes are adjusted using the two upper cams on each backing plate that move the top of the brake shoes outward toward the drum, and the two anchor pins on the bottom of each backing plate that move the bottom of the shoes outward.



The special KRW wrenches for these adjustments are: KRW 068187A for the upper cams, KRW 2028A for the anchor pins, and KRW 075000X for the anchor pin lock nuts. Ken told us that the small KRW 2028A anchor pin wrench is pretty difficult to find but he had the good fortune of finding one at Hershey a few years ago for \$2.50 from a vendor who didn't know what it was.



KR Wilson brake adjustment wrench (068187A)

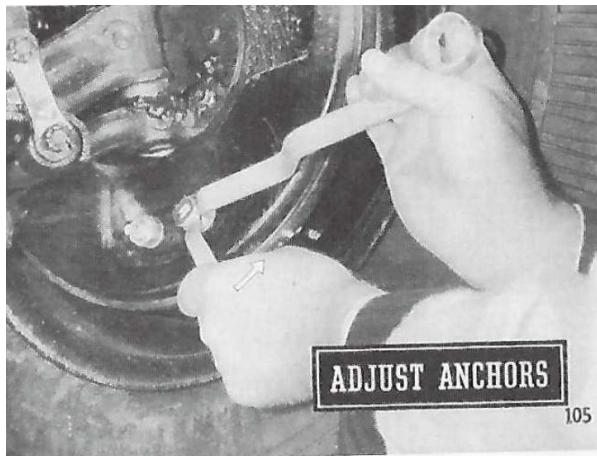


KR Wilson anchor pin wrench (2028A)



KR Wilson anchor pin wrench (075000X)

Another tool that is highly desirable though not absolutely required for maintaining 25–35 lbs. of pressure while adjusting the lower anchor pins is KRW Hydraulic Pedal Pressure Gauge (SV-208).



Ken has a nice example of this tool though he's still trying to figure out how to bleed all the air bubbles out of it! A brief discussion of other KRW tools used in hydraulic brake work including a tool to assist in bleeding brakes, one to assist in removing and

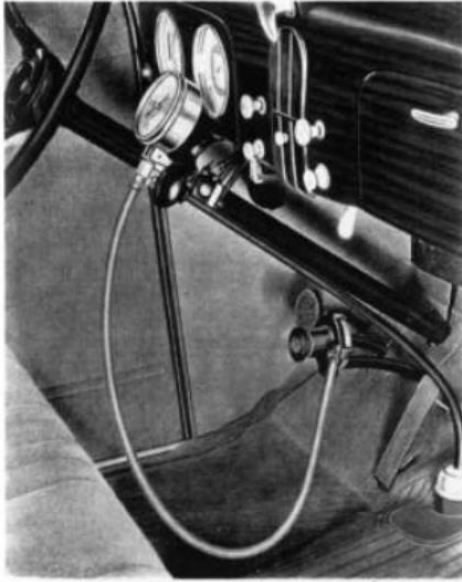
replacing wheel cylinders, and one to assist in adding brake fluid to the master cylinder rounded out Ken's hydraulic brake presentation (*see image of KRW Hydraulic Pedal Pressure Gauge, next page*).

In conclusion, Ken discussed the heavy-duty KRW engine stand (KRW 35V) with an attachment that bolts to the side of the flathead V-8 using exhaust manifold stud holes. He cautioned us against using the typical Harbor Freight engine stands to hold early flatheads, since the extended bell housings on these engines is not designed to bear the entire weight of the engine. If such an engine stand is used, an attachment that bolts to the side of the engine (like the KRW attachment) should be purchased or fabricated.



Flathead engine stand adapter

Dave wrapped up the evening's program by reminding us that club member Mel Herwald has a large collection of KRW tools with some duplicates, so, any club members looking for specific tools should contact him first. Many thanks to Dave, our Program Director, for organizing yet another excellent and interesting program for our enjoyment.



KRW Hydraulic PEDAL PRESSURE GAUGE

No. SV-208

Shipping Wgt. 10 Lbs.

Price \$9.50

Clamps on brake foot pedal and registers pressure in pounds being exerted when pedal is depressed. Provides a means of demonstrating the improvement to 1937 and 1938 cars after brake adjustments have been made.

The movable pointer should be set to show the pedal pressure before adjustment was made for comparison with reading when job is completed.

Pedal Pressure Gauge can also be attached to clutch pedal when selling new cars to show the holding action of the Ford clutch. The greater the speed of the car, the more pressure will be required to release the clutch. It provides actual proof of a valuable sales feature.



See Ford Service
Bulletin Dec. 1936

FROM THE ARCHIVES: DON PAULY WRITINGS, 1 OF 3

LONG TERM PREPARATION FOR COMMAND

By CAPT Donald E Pauly USN Retired

Many any young Surface Warfare Officers who are seriously considering making naval service a career will probably also be looking forward to the time they might be ordered to take command of a ship, and often that ship of their dreams will be a Destroyer. So in addition to learning and carrying out their present duties as well as they can on each ship in which they serve, they will carefully observe each of the Commanding Officers with whom they serve and note those personal characteristics which seem to work well in command.

But that is not enough to get off to the best start when, at the Change of Command ceremony, you say "I relieve you Sir" because you must also have suitable situations which permit you to demonstrate your abilities in the early days of your command. I will illustrate this by citing my experience in taking command of USS TURNER (DDR 834). It was late in 1966 and I flew to Istanbul Turkey to meet the ship, which had just begun a Med deployment. The ship was moored bow and stern to buoys out in the Bosphorus, and the Captain had sent their motor whaleboat to the fleet landing to pick me up. He greeted me when I reached the ship and welcomed me aboard. We spent the next three days together inspecting the ship, meeting the officers and other key personnel, and reviewing records. During this time the Captain made some jokes about being relieved "by a kid" since I was 36 and almost 10 years younger than he was. On the fourth day, with the crew and guests assembled, the formal Change of Command occurred with his farewell speech, our reading of orders, and my salute to him which is the official moment of the change. The departing Captain receives an honor guard salute as he leaves the ship for the last time.

As the new Commanding Officer, I now held meetings with all the officers and crew where I briefly reviewed my previous experience, and discussed my expectations that we would continue to be a ship the USN could count on to correctly and thoroughly conduct each task assigned. I stressed that I keep the promises I make, and I expect honesty in answering my questions as opposed to telling me

something I would like to hear. I assured them that I treat everyone with respect and that I do not have a bad temper. So do not fear giving me the bad news when problem situations arise. I focus on fixing things which go wrong so that we can continue to do our assigned tasks.

When the day of our departure arrived, I knew that my competence would now be tested in whatever situations occurred. Getting underway from buoys at bow and stern is somewhat unusual now for the USN. As we took in the line from the stern buoy, I opposed the engines to twist the stern away from that buoy since you must be very careful not to get that stern buoy and its anchor chain close to the screws. When our men on the bow buoy disconnected the ship's anchor chain, I backed the ship slowly away. We got our men and the motor whaleboat back aboard and now headed south through the Strait and the Sea of Marmara. Here we encountered very heavy ship traffic to include the very numerous ferryboats which crossed the Strait in this era prior to the building of the present bridges. That also went well. Now we prepared for a night refueling from a USN Oiler in the Aegean Sea. We met the Oiler well after sunset. It was a moonless, cloudy, and pitch black night as we took station 1000 yards astern of that oiler, both proceeding at 12 knots. Both ships were completely darkened, except that the Oiler displayed one very small blue light on the center of its stern. When the oiler gave the ready signal, I increased our speed to 17 knots and pulled up alongside while gauging our distance abreast of him by observing sea phosphorescence visible at the edge of his wake. We smoothly kept station throughout

the refueling, steering to keep 80 to 120 feet abreast of the Oiler, and constantly adjusting engine RPM to exactly match his speed. Highlines were rigged between the two ships, and the Oiler sent over two hose rigs which combined to give us about 100,000 gallons of fuel in an hour. That filled our tanks to their 202,000 gallon capacity. Doing this without any lights serves to preserve everyone's night vision. It is standard practice in the USN to turn off all navigation running lights in a night refueling and that is necessary but risky if other ship traffic is near. Night refueling is difficult, but is done often in the USN. Upon completion we headed for our next port visit, Valetta Malta. I was pleased that circumstances had given me the situations and opportunity to be tested, not realizing that the most significant test was just ahead.

The weather worsened and the seas became rough as we neared Malta. The very tall rocky cliffs which ring the island completely hide the entrance to Grand Harbor. I had never been there before and Malta rules required that all ships must take a pilot to enter port. However, the pilot radioed us that, because of the sea state, he could not come out to bring us in. He then said that we had the choice of waiting for the weather to improve, or entering without a pilot. I immediately said we would enter now. We moved in closer to the cliffs and a narrow entrance appeared. I increased speed for good rudder control and made the very sharp right turn to enter the cliff opening. The next turn was a very sharp left turn into Grand Harbor and I used left full rudder and also backed the port engine to make the turn. We steamed in and moored to the buoy which had been assigned to us. That is tricky because you must put your boat in the water with men aboard to climb onto the buoy as you approach it. They fasten your anchor chain to the buoy ring, and you must be careful to bring the bow of the ship within a few feet of the buoy, but not hit it and knock your men into the water. All went well. The pilot now came aboard to collect his pay (they must always be paid) and told me that I did well but I came in much too fast. So now the crew knew that I would not let a pilot problem delay us from entering a good liberty port.

I felt that I had survived and passed the tests for a "kid" Captain and that this would bode well for my two years in command. And the ship did earn an excellent reputation which got us some very important assignments, as well as some great liberty ports in recognition of our work. Those years would turn out to be my favorite time in the USN despite my having many other important duties later on. Being the Commanding Officer of a USN Destroyer is the best job in the world. My hope is that many young Surface Warfare Officers of today have their sights set on Command of a Destroyer.



**2023 NVRG CALENDARS ARE STILL AVAILABLE!
Get yours at the holiday gala on December 10!**

Cost of a single issue is \$12

If paying by check, please make it payable to NVRG.

Armed Forces Retirement Home Car Show – November 6, 2022

By Paul Bjarnason

(Editors' note: This article, submitted by Gay Harrington, was received from Paul Bjarnason, Model A club member and Studebaker enthusiast, who attended the visit to the AFRH along with NVRG-er Leo Cummings. The article has been edited for formatting only so as to fit in these pages.)

November 6, 2022 began with rain at the Armed Forces Retirement Home ("AFRH"), which is home to well over 500 military enlisted personnel. Amongst the many activities made available to the residents is an annual car show. Hot dogs and other refreshments are provided free of charge.

Usually, several of us car guys convoy to the show from Northern Virginia, just in case of a breakdown. But, this year, due to rain which made our plans uncertain, we ditched the convoy plans and each went separately. Some of us, me included, did not want to expose our cars to the rain and wet roads. At about 10:30 the rain stopped, here in Annapdale, and I hopped into my Golden Hawk and headed for the show, where I arrived at about 11:15 a.m. Upon arrival, I found only about 13 other cars there. (See the picture of the lineup.) This low number was disappointing and may be about one-third the number compared to last year's show. Still, even though a low turnout, it was a convivial group and I had good conversations with the other car owners.

In the picture below, the first car on the left is my 1957 Studebaker Golden Hawk. In addition to being a member of the George Washington Chapter – Model A Ford Club of America, I am a member of the Potomac Chapter of the Studebaker Drivers Club. Unfortunately, there were no other Studebakers at the show. The second car from the left is a beautiful, nearly perfect, 1966 Pontiac Bonneville owned by Leo Cummings, who is a member of the Early Ford V-8 Club. ("Early" Ford V-8 refers to flat-head V-8s made by Ford from 1932 – 1953.)



Since I had arrived close to the end of the show, I went to look for Susan Bryham, Administrator of the AFRH. I had two donations to deliver. First, I gave Susan a check for \$500.00 for the Resident Activities Fund, on behalf of the George Washington Chapter – Model A Ford Club of America. I also gave her eight afghan lap throws crocheted by my talented wife, Margaret, which Susan told me she would give to the residents as gifts at their annual party. (See the pictures, which appear below, of me turning the check and the afghans over to Susan Bryham and Dr. Howard, a physician at the AFRH.) My next move was to get two hot dogs -- I was starving.



Donation missions accomplished, I then went to look at the cars. From the local clubs with which I am familiar, in addition to my Studebaker and Leo's Pontiac, there was one Model A Ford present – a fantastic 1931 Delux Roadster, owned by Bill Benedict. Another GWC member, Hank Zajic, brought his beautiful 1967 Lincoln Continental convertible. (See the picture below of Bill's and John's cars and the three of us.) About eight blocks away, on Upshur St. NW, there was another Model A, a 1931 Delux Coupe, owned by John Molino, which had an engine compartment fire and did not make it all the way to the show. A picture of John's car appears further, below. This incident resulted in a good side story.



When I first arrived at the show, I found John Molino inside the building, accompanied by a woman named "Grace", whom I had never seen before. I later found out that Grace's family name was "Eng". By way of background, John is a long-time member of the GWC – such a long-time member, in fact, that John is one of the only surviving participants in a cross-country (USA) round trip in a convoy of Model A Fords, which took place 60 years ago. So, John is no stranger to dealing with car troubles which occur on the road. (Anyone interested in the story of the cross country trip, please e-mail me at paul.bjarnason@gmail.com and I will send you an article on the cross-country trip.)

John's car broke down on Upshur street, in front of Grace Eng's home. Even though John and his friend, Linda, had never before met Grace, Grace came forward from the front porch of her house and asked if there was anything she could do to help. Linda stayed with the car while Grace drove John to the show in her own car. Upon the end of the show, which was at about noon, Grace drove John back to

his car, which was still parked in front of her house at a metro stop. Fortunately, it was Sunday and the meter persons were not on duty. Bill, Hank and I soon followed in our cars, to see what we could do to help. Upon arrival at John's car, we found Grace, John and Linda sitting on Grace's front porch, where John and Linda had put out a picnic lunch of bread, cheese, fruit and a bottle of wine, that they had brought with them in old-fashioned wicker baskets. (See picture of our cars lined up on Upshur St., except for Hank's Lincoln, which was parked across the street.)



We asked John if we could help with the car and they responded that maybe we should eat first. So, that was the question: what do we do first -- eat and drink wine or work on the car? To help decide, we went out to the car to size up the situation. We found the motor compartment covered with fire extinguisher residue and there was also some paint damage from the fire. (See pictures of the motor compartment of John's car and the three cars lined upon on Upshur St.) In our discussion we recognized that it was not possible to know the extent of the damage or what parts may be necessary. This led to the conclusion that it would be better to have John's car taken on a roll-off truck, so that John could work on his car at his home.



Hank and Melanie were not able to stay, as they had a prior engagement. Bill and I went back up onto Grace's porch, where Grace, John and Linda were. (See picture of the spread on Grace's front porch.) During lunch, we old car enthusiasts learned that Grace's parents came to the U.S. in 1936 from mainland China, to flee from the communist takeover. After immigration to the U.S., Grace's parents became restaurateurs in Washington, DC. Grace was born in Washington, DC about 80 years ago and has lived in the same house on Upshur St., from that time. Grace went to high school and worked in Washington, DC principally as an accountant. Grace's gracious hospitality (no pun intended) to us in our time of need transformed an inconvenient situation into an opportunity where we made a new friend, had interesting conversation and enjoyed a good time.



Later in the evening, I checked in with John, who told me that he, Linda and his car had been safely dropped off at his place. John said that he planned to fix his car this week.

JIM MCDANIEL ARLINGTON SERVICE

Jim McDaniel- A Man for All Seasons
By Dave Westrate

Our friend and club member Jim McDaniel passed away on April 15, 2021, and was interred at Arlington National Cemetery on November 10, 2022. Jim and his wife Char were very active in our club and well known for their unique 1951 Ford Custom

Deluxe Tudor sedan which was detailed as a black and white Sheriff's Cruiser complete with siren and red roof light. Jim always raised his hand for club tasks and served on the board of directors in several capacities for many years. He also served as president of the club. Jim was a doer.



Jim served his nation with a career in the US Army, which he finished as a lieutenant colonel. His military career was primarily in aviation as a combat helicopter pilot and later as an instructor and administrator. He served two tours of duty in Vietnam and one in Germany. He married his college sweetheart Char between tours in Vietnam. Jim flew 1700 combat hours and over 5000 total flight hours in helicopters.



Tail rotor blade Jim brought back after his 2nd tour, signed by all the squads. Jim was MAC 20.

He was awarded several medals, including the Legion of Merit, Bronze Star, Purple Heart, Defense Meritorious Service Medal, Air Medal, Army Commendation Medal, and the Vietnam Service Medal. The Republic of Vietnam awarded him a Gallantry Cross and a Campaign Medal. After he ended his military service, Jim continued to contribute to

the aviation field as he worked in various capacities for the Federal Aviation Administration.



Jim had many hobbies and interests. He was a Mason and belonged to the Shrine as well. He was well known as a bagpipe player and played at a wide variety of events and ceremonies as a member of the Kena Shrine's Highlanders Pipes and Drums Band. He was president of his homeowners association for over 20 years and maintained a website for the 174th Assault Helicopter Company.

On November 10, 2022, Jim was put to rest at Arlington National Cemetery in a special and fitting ceremony. His remains were contained in a wooden box made by his son Mason. It featured an image on each of its four sides that memorialized the important aspects of his life, such as the V-8 club. A large group of loved ones and friends gathered at Arlington and proceeded to the gravesite as Jim was carried in a horse drawn caisson to his final resting place.



The service included music by a military band, a message by the chaplain, and a flag-folding ceremony with the folded flag presented to Char. There was a 21-gun salute and the brass cartridges were then collected and given to Char as a remembrance. Finally, a group of bagpipers played a tribute to Jim as he had done so many times for others. The Pipers

then each sprinkled a bit of whiskey on Jim's box in a long-held tradition.



Jim is buried only a few feet away from former Secretary of Defense Clark Clifford and General Maxwell Taylor, who was commander of the 101st Airborne in World War II and held several positions in the Vietnam War that Jim served in also. I could not help but reflect on how this represented the spirit of Arlington National Cemetery and that each individual is as important as the next and our success is always a team effort. The day was so special as we moved among the 400,000 gravesites for our military heroes, our presidents, and others as we paid our respects to our dear friend Jim McDaniel and his family.

Following the service, many of us gathered at the home of a neighbor of the McDaniel's for a reception and time of reflection. The Arlington service was professionally filmed and will be available for viewing soon. Jim will be missed and we thank him for his service.



ON THE MOVE

Clem and Sandy's Recent Really Rapid Relocation

By Ken Burns

Within the military (and maybe other organizations) the term MOVEREP stands for Movement Report – So, here's the MOVEREP of Clem and Sandy's recent move to the Ashby Ponds Retirement Community. Clem provided SITREPs (Situation Reports) periodically to keep folks up to date on the progress.

SITREP 1

- **October 16, 2022, 1:57 AM**, Clem Clement reported to Cliff and cc'd others:

“'40 Mercury leaves today at about 8:30 AM. Same couple that delivered the car will pick it up here at my house. I thought you might be interested since you were here when the Merkel arrived five years ago.”



'40 MERC arriving

- **October 16, 2022, 10:22 AM**, Cliff responds to Clem and the others:
“Has it been five years? Yes, we are just caretakers for history. May that car be preserved forever.”
- **October 16, 2022**, Clem replies at 10:52 AM:
“She gave us a ‘Toot de toot’ as she entered the van. She is good to go and realizes she is in our family with son Dr. Joe in Kansas City. Thanks all for the help and support.”
- **October 20, 2022, 9:06 AM**, Ken Burns joins the conversation:
“STILL in the family!”
- **October 20, 2022**, Clem replies at 9:38 AM:
“YES. Son had never driven 3-on-the-tree before!!!! 3 on the floor; yeah. Contractors here

everywhere today fixing up the house. Trains everywhere packing. '39 waiting to go to Chris Elenbaum. Great circiiiiius."



Clem's '39 peek-up as it appeared in the 2010 NVRG calendar

Sitrep 2

- **October 20, 2022**, 2:29 PM, Clem emails Susan Byrhan, Administrator of the Armed Forces Retirement Home, DC:

"We were supposed to have 1.5/2 years to plan. The very next day they offered us just what we wanted so we jumped on it. Now to rush to pack 1,500 toy train pieces plus our regular junk. My beloved Yellow Model A "Smokey" went to another clubber. She is planning to attend the AFRH show. We are super-rushed trying to meet selling deadlines.



SITREP 3

- **October 21, 2022**, 10:00 PM, Clem sends following to NVRG and Model A club members GWC and ev-8ers:

"Sandy and I invite you to a garage sale, Tuesday, October 25, 2022 at our home, 12106 Gary Hill Drive, Fairfax, Va., 22030. 9am-1pm. We are moving to Asbury Ponds shortly. We had signed onto the waiting list and expected a 1 and a half to 2 years wait. We blinked and suddenly an apartment was available. We have been scrambling ever since!!! Sorry for that short notice. We offer: something for everyone, some Model A and ev-8 parts, drills, bench and floor buffers, grinders, trains and track, tools, live plants, pots and cookery, toy car (one free per customer), nuts, bolts, washers, memorabilia, wall signs, Lighted beer sign, throw rugs, free cart trailer (built by Dick Javin for his Model A. Needs new tires Remove soon.) Free advice."

SITREP 4

- **October 28, 2022**, 5:30 PM, Clem wrote:

"Last Thursday we had a nice crowd of car and train people in the garage and train room. Many stories of trains, events, and times with the crowds of old car folk. We ran out of chairs but not the fun. Come tomorrow and enjoy the friendship and camaraderie. We have dug out more goodies for all. An automobile tow rig-ey thing came out of a corner. We have plants, wall art, cookery, trains and track of all sizes, tools for all. Still have the Model A engine for sale. It will look so sad on a 'Got Junk' Truck load. Emergency power generator still in the box and ready. The old trailer has a new home!!!"
Lots of toys (remember those toys being pushed around the several layouts on the floor at train's days? They are still here and looking for new playmates. The empty train room looks lonely and quiet without all the multicolored trains running and children laughing and playing. Who will be the next to play there?"

SITREP 5

- **November 4, 2022, 12:57 AM**, Clem writes several NVRG members:

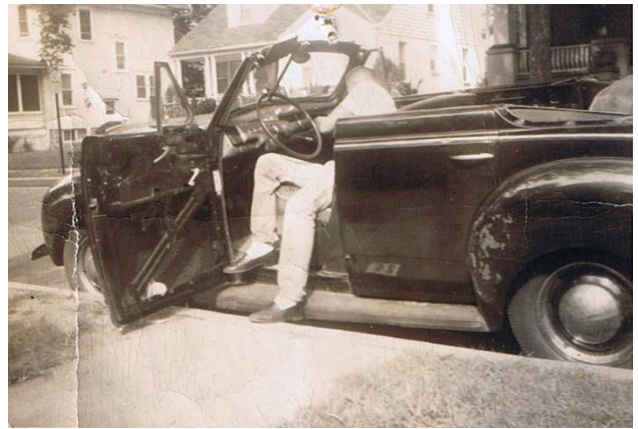
“As you know, we gave the ‘40 Merc to our son Dr. Joe in Kansas City. It ran well. He opened the carb and sent me these pictures.



The jets were completely plugged with crud. The acc pump leather was rotted completely away.



The Merc had very little run time with me. Sandy bet he would take the new-to-him toy apart soon as he received it. His Daughter was 15 this week. She doesn't drive as yet. She has sat in the Merc and reported that it was cool and she liked it. There were questions about lowering the top... where could this lead... I was 21 when I bought the topless/beat up/dead-engined '40 Merc.



By July I had given rides to 2348 hot chicks and only stopped once for overloading. Clem, the thrilled.”

SITREP 6

- **November 9, 2022, 7:44 AM**, Clem emails assorted people:

“I checked in for a few seconds and computer fluttered, so went to bed. We are in at Ashbury Ponds and have the keys!!!!

At 4pm yesterday, Sandy's birthday, Benny and his grandson came over to pick up the Model A engine I had for sale. He brought no tools and no plan. Zack had no gloves. Jim Gray came and he figured out the chain hoist I had and all of us including Sandy on her birthday, moved many boxes of stuff, table and trains as B/Z watched. We were so tired... Benny's truck is 4" higher than a regular truck so we swung the motor in on plywood I had. They planned to push the motor out in the dirt... Not a safe scene. All my tools are packed.

Today is inspection day here. Garage is still piled with stuff and yard had lots of wet debris. Thursday is finish packing and move out/in day. Friday is get computer wired in...

Sunday is train show at Rockville Senior Center. We hope to run new custom trains that I have been building.”

Come and see us

Sandy and Clem Clement
21145 Cardinal Pond Terr Apt 402
Ashburn, VA 20147
r.clem.clement@gmail.com
sandy.l.clement@gmail.com

NEW MEMBER WELCOMES

By Gay Harrington

We have two new member-families to welcome to the NVRG over the past month.

First, Richard (Rich) and Patricia Wilson of Fremont, CA, have joined our NVRG thanks to Cliff Green, who rebuilt the distributor for Rich's 1940 Ford Station Wagon. Yes, a Woody guy recruits another Woody guy from 3,000 miles away. Gotta love it! Our NVRG has a unique and priceless collection of Woodies and Woody owners, too. Welcome, Rich and Pat Wilson!

Second, Christian (Chris) and Julie Elenbaum had been neighbors of Clem and Sandy Clement for six years before recently joining the NVRG. Clem is a retired Colonel of the U.S. Air Force; Chris is a newly retired U.S. Air Force Colonel. Clem's wife Sandy served in the Air Force and is now retired. Chris' wife Julie is an active service member in the U.S. Airforce. What a nice coincidence that neighbors of different generations would serve in such similar roles and capacities! Chris has an interest in model trains going back years. Clem's expertise in trains is legendary within the NVRG—Clem and Sandy hosted annual train festivals at their home for all to enjoy. Welcome, Chris and Julie Elenbaum!

As for Chris Elenbaum's interest in the NVRG and Early Ford V-8s, keep reading to learn the rest of the story in his own words.

Command of a Historic Ford Truck Transferred Between Eagles

"In June, I retired after 25 years of service and made the decision to take a break from working. After traveling and catching up with family, I found myself with spare time to enjoy my hobbies again and get to know Clem and Sandy a little better. Clem invited me to do some work on his Model A, where I met Jim Gray, also a fellow retired Air Force Colonel. This trio of Colonels told many stories and lies while

making old Smokey road worthy again. Jim and I then learned that Clem and Sandy were planning to downsize and move to a retirement community. The opportunity came through much faster than any of us expected, so the trio of Colonels got busy sorting trains for auction, preparing three classic cars for sale or movement, and sending historic aircraft parts to the Air Force Museum. We were determined to help our Air Force family accomplish the mission and get them moved on time. After about 6 weeks of working, and my regular hints about purchasing Clem's 1939 Ford Truck, he and Sandy came out to the garage and surprised me with a set of keys. He said, "Sandy and I want you to have Uncle Raymond." I replied, "What do you mean by *have*?" Then they told me the story about how the late Gil Williams gifted the truck to them because he knew that Clem would take good care of it. Clem and Sandy wanted to make the same gesture to me, knowing that the truck would stay in the neighborhood and also knowing that I would love owning and caring for such a beautiful truck. I was so overjoyed and shocked by their generosity, I cried and gave them both a huge hug. I joined NVRG after joining Clem as a guest for several meetings. I'm impressed by the expertise and passion of the group and I'm looking forward to learning from the best. Thank you, Clem and Sandy, for the joy and friendship you have provided to the NVRG."



AUCTION ACTION

Farkas Auction Review

by Nick Arrington

An online auction for cars and parts owned by former club member Mike Farkas, who passed away this spring, finished up on Wednesday, November 30. A second auction is in progress which will end on December 8. Mike was a longtime member of our club but was a bit of a ghost. No member remembers ever meeting him at a club meeting, garage tour, Christmas Party, or any other event. He collected since the 70s and amassed a large collection of parts as well as a number of 1932 vehicles. Some highlighted items with prices realized are as follows:

- N.O.S. rear '35-'37 Pickup Fender: \$1200.00
- 1936 Pickup Grill with trim, average condition: \$650.00
- 1932 Cast aluminum oil pan: \$650.00
- 1932 B Model Pickup, parked in 1955, needing restoration: \$9750.00
- 1932 V-8 Tudor sedan, parked in 1960 and missing motor, very nice body, \$14,250.00
- 1932 4-cylinder 5-window coupe, in storage since '70s and needing refurbishment: \$23,500.00

Prices did not include 10% Buyers Premium. Participants included 205 online bidders from 35 states and 4 foreign countries. The '32 Pickup is headed to England! Remaining parts for sale can be viewed at www.proxibid.com/ntarrington.



1935 Pickup fender



1932 Pickup off to England



1932 Tudor Sedan without motor



1932 Tudor now awaiting refurbishing

Blast From The Past !!

V-8 GOODWILL GIFTS FOR EVERYONE



V-8 PAPER WEIGHT

Die cast of heavy metal; with authentic Ford oval and script, finished in chromium and Ford blue. Green felt base bottom. Size 2 1/4 inches wide x 5 3/4 inches long.

The Ideal Gift to Fleet Owners
Order No. ND-2031.

1-10 \$1.00 ea. 25-50 \$.85 ea.
10-2590 ea. 50-10075 ea.

Postpaid if Remittance Accompanies Order.



V-8 ZIPPO LIGHTER

Won't blow out in Strong Wind.

Every time they're used, the "V-8" emblems will remind the recipients of your Christmas generosity! Close tightly and won't pick up pocket dust and dirt. Convenient size; chrome plated. Finished in white and red. 2 1/4 inches high.

Order No. NM-2514.

1 \$2.25
6 to 12 \$2.10 ea.
12 or more \$2.00 ea.

Postpaid if Remittance Accompanies Order.

CAN BE HAD INITIALED — SEE ENCLOSED ADVERTISING



V-8 BRACELET

The ladies will love these "slave bracelets"—unique and in the best of taste. White metal links, with sterling silver plate on which is a raised V-8 emblem with Ford blue enamel background.

Order No. NM-2564.

185c
2 to 680c ea.
7 to 1275c ea.

Postpaid if Remittance Accompanies Order.



STRIKALITE

Always lights! For men or women — satin finish chrome plate with V-8 emblem etched in. Will not tarnish, break or wear out. Just scratch stick along the bottom for a light.

(Minimum, two lighters.) **50c**

Order No. NM-2129.

Postpaid if Remittance Accompanies Order.

ACTUAL SIZE

PLAYING CARDS

As a gift playing cards are appreciated as much as they are used—a good deal! Keep a supply on hand the year round and inform salesmen to lend them for social affairs, card tournaments, etc. Crisp linen cards with gilt edges, come in sets of two decks each, one deck with red back, one with blue. "Ford V-8" imprinted in gold. Each deck cellophane wrapped and individually boxed. **50c** per deck.

(minimum order 2 decks)
Order No. NM-2132.
Postpaid if Remittance Accompanies Order.



"LIPSTICK" LIGHTER

A wheel type lighter of unusual dependability, in convenient purse size. Attractively finished in chip-proof white enamel with gleaming nickel finish and "V-8" die-stamped on cover top. Looks just like a lipstick case—will make a big hit!

Order No. NM-2385.
125c
2 to 620c ea.
7 to 1215c ea.

Postpaid if Remittance Accompanies Order.

ACTUAL SIZE

Lafayette at 10th Street

SALES EQUIPMENT CO.

Detroit, Michigan

Courtesy Early Ford V-8 Club On the Road, St. Louis, R.G. #124, for this list from their November 2022 newsletter.

2023 ANNUAL NVRG MEMBERSHIP DUES COLLECTION RUNS 12/1/2022–1/31/2023

by Gay Harrington

THANK YOU to the dozens of members who paid their dues early for 2023. We are now in the official time frame designated in our bylaws for annual dues collection, December 1 through January 31. If you haven't had a chance to renew your membership yet, *you aren't late!* Please take a moment to renew, as we don't want to lose anyone as a member. **YES, WE WILL BE MEETING IN PERSON AGAIN STARTING ON THE 2ND TUESDAY OF JANUARY 2023. MEETING LOCATION: GREEN ACRES CENTER, ROOM 114, 4401 SIDEBURN ROAD, FAIRFAX. MORE DETAILS TO BE ANNOUNCED IN THE VALVE CLATTER AND NVRG EMAILS!** Here's how to join or renew memberships:

Annual dues for the Northern Virginia Regional Group (NVRG) are **\$25.00**, payable via check or Zelle. Please make checks payable to Northern Virginia Regional Group (NVRG) and mail to:

Northern Virginia Regional Group (NVRG)
c/o Membership
P.O. Box 1195
Vienna, VA 22183

To pay your renewal via Zelle, please [email Treasurer Bill Simons](#) to arrange payment.

The best reasons to BE A MEMBER of the NVRG Early Ford V-8 Club of America:

1. **Camaraderie.** Connecting with others who have common interests and enjoy these Early Fords/Ford products is why we exist. Our NVRG has members in 11 states and the UK, and the distances among us don't get in our way when we want to find each other and enjoy a conversation!
2. **Expertise.** The NVRA has a great depth of member experience and expertise in all decades of early Fords and Ford products for the flathead years (1932–1953). Learning and sharing our experiences, tips, and technical expertise is a great benefit of membership in both the NVRG and the national Early Ford V-8 Club of America. Having access to the local, regional, and national network of folks with expertise is a valuable benefit of membership. A hallmark of our NVRG is that members generously share their expertise and hands-on problem-solving experience with each other.
3. **Website.** You'll find both current information and an interesting archive section, too. The website is easy to navigate with drop-down listings. If you haven't been on the [NVRG website](#), take a look!
4. **Monthly newsletter.** The [monthly Valve Clatter](#) newsletter is a terrific benefit of NVRG membership. The articles and tech tips are interesting and useful and, as a member, you can place a FOR SALE or WANTED ad in the Automart classifieds at no cost. NVRG members can submit their own articles and photos of interest for inclusion in VC.
5. **Monthly membership meetings.** NVRG meetings are held on the second Tuesday of each month with programs driven by member interests. While we had to meet by Zoom during the COVID years, our 2023 monthly membership meetings are now returning to in-person gatherings – with refreshments included!
6. **Fun events and gatherings.** The NVRG has member events, shows, tours, meetings, and social gatherings from March through December. The *Valve Clatter* Events Calendar lists the happenings, so members can plan accordingly.
7. **Keeping the hobby alive and well.** This is an important part of being a member of both the NVRG and the national Early Ford V-8 Club of America. Maintaining a membership and recruiting new members goes a long way toward keeping the love of the hobby going and inspiring others to do the same. [Membership forms for both organizations are easy to access on our website.](#)
8. **A great bargain!** NVRG membership is still a bargain at only \$25 per year (just \$2.08 per month)!

FOR SALE

1951 Mercury 2 door sedan. Original V-8 Engine, mileage unknown. Automatic transmission, good tires. Very good original style upholstery. Paint is very good with some minor chips.

Original Color. Nice chrome, body very solid, no rust. \$26,000 Or best offer

Contact Mike Sanders if you are interested and I will arrange for you to see the car. I am selling this car for a friend. (559) 916-1934 phone or text.





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

1951 Mercury 2-door sedan (loc. CA): see ad previous page. (06/23)



1930 Bronson Yellow & Seal Brown Model A Ford Cabriolet: This original beauty is looking for a new owner. Engine rebuilt by Don Temple with eV-8 clutch, lightened flywheel and splash pans Millard Springer Tool Box. Chrome and wood trunk rack. Muffler heat shield and dual LED tail lights for added safety. Hood safety props. Powder-coated balanced rolling wheels. Twin side-mounted spare black painted with chrome cover covers and mounted mirrors. Operational clock on rear view mirror and front seat belts. Top and interior by Jenkins of Joe’s Upholstery in Frederick, MD, using correct LeBaron Bonney materials. New battery. Starts, runs, steers, and stops well. Brakes recently serviced and adjusted.

A great parade car, driven in numerous Cherry Blossom Festival, Memorial Day, Independence Day, and Fall Festival parades over the last 2 decades, carrying such notables as “FDR” and the “Red-skinettes” cheerleaders. High award earned and frequent participant at the annual Armed Forces Retirement Show for our retired vets. A fan favorite. Includes Model A tools, spare parts, significant historical documentation, repair and period literature. Asking \$18,500. **Clem Clement**, (C) 571-239-1701, email: r.clem.clement@gmail.com. (04/23)



SOLD





1929 Brookville Body, Original ,1932 Ford Frame, 59AB motor, 1940 Ford Rear. Most everything for a period hot rod build. Contact **Mark Luposello**, 703-399-0999 or drspdracer@gmail.com. (04/23)



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 Dan Danielson at 703-819-7250 or Mike Danielson at 540-550-1900. Clem Clement (clem.clement@cox.net) can answer questions regarding the work required. (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

Thermoid Model TM Brake Shoe Relining Machine; pallet racking (**sold**); Coates 2020 Tire Changer, Engine Hoist (**sold**); 59AB and 8 BA heads (**sold**); stock manifolds torque tubes and more. Contact **Mark Luposello**, 703-399-0999 or drspdracer@gmail.com. (06/23)



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. (05/23)



PARTS & ACCESSORIES WANTED

Pair of high and low Ford 1937 horns. Please contact club member Jim Eberly at 301-876-3315. (05/23)



NVRG 2022 Calendar



December	
9	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
10	Membership Meeting – Holiday party at P. J. Skidoos
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
26	NVRG Board of Directors Meeting – No meeting this month.
January	
10	Membership Meeting – 7:30 PM. Program: Computer Safety; Presenter: Milford Sprecher **Meeting to be held in person at Green Acres Center in Fairfax**
11	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
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.
February	
8	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
14	Membership Meeting – 7:30 PM. Program: TBD; Presenter: TBD
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
28	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Looking Ahead!



December 10 – Annual Christmas party
January 10 – Return to in-person monthly membership meetings

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.

Hybrid and EV auto care

CRAFTSMAN WARRANTY

ASE

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
Colin Phong « 1951 Ford Pilot



FIRST CLASS MAIL

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