



www.nvrg.org

Volume XLV, No. 2, February 2023

Value Clatter

Early Ford V-8 Club of America



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

Editors: Nick Arrington & Stephanie Beavers

January 2023 NVRG Meeting

We're BAAAAAAACK!

by Dave Gunnarson

Photo Credits: Gay Harrington and Dave Gunnarson

After over two years, the NVRG held its first in-person membership meeting. While the meeting was held at a new location, it felt like old times with comradery and laughter in abundance. Over 25 members arrived with an assortment of show-and-tell items and Gay Harrington set out a Welcome Back cupcake and snack buffet.



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Up Front with the President

February 2023



President's Message February 2023

Our return to in-person membership meetings on January 10 was a great success. More than 20 members attended and were eager to interact in person after an absence of nearly 3 years. The member "Show and Tell" program was a perfect way to reestablish the traditional good fellowship at our meetings. The new venue for our meetings, the Green Acres Center in Fairfax City, served our needs very well and is the site of our February meeting as well.

A final reminder: "Dues are due for '23." Renew your membership by sending a check to our membership chair Gay Harrington – refer to the notice in this issue for details. A one-year renewal is \$25. Also, membership in the National Early Ford V-8 Club is required for NVRG membership.

The registration package for the Grand National Meet in Dearborn is now available. We are now able to sign up for the various events and tours of the meet. Some events will sell out quickly, so act soon. A number of NVRG members are planning to attend.

The program for the February 14 membership meeting is "Movie Night" – a screening of the movie *Ford v. Ferrari* – complete with popcorn, etc. Our program chair Dave Gunnarson has had this "in the can" for quite a while, waiting for our return to in-person meetings. See the notice in this issue.

I look forward to seeing you there

Best V-8 regards,

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)	



After folks had time to meet and greet, John Ryan directed a short business meeting. After refreshments, members stood up and showed the group what they brought. Ken Burns had an NOS Unity SportLight with the original box and installation instructions.

installation instructions. It's an example of clever manufacturing and marketing. Ken mentioned that when he first bought the light he showed it to Steve Groves. Next time he saw Steve, he handed Ken the correct Ford badge to convert the light into a con-course correct example. Steve wouldn't take money for it. It's just one example of Steve's generosity.

Cliff Green brought a modern art sculpture formed by a leaking spray foam can. Cliff noticed that the valve in the can wouldn't close creating a slow leak. He set it aside and came back later to an out-of-this-world sculpture.



He explained how Unity made one light under the Unity name and, with a quick change of the removable name badge, the Unity light became a Ford light. He even had the Ford version of the Unity

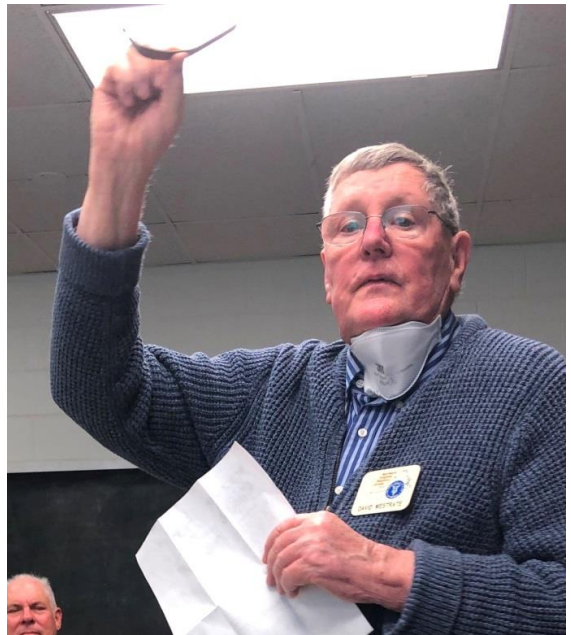


New member, Chris Elenbaum, who recently purchased Clem Clement's 1939 pickup, proudly showed off his all-new Fit Wit version 0.1 (see the full story elsewhere in this issue). It was quite the presentation! He also shared a display of unique bolts for unusual situations.

Nick Arrington brought in the armature of a reproduction starter. Nick had issues with his car not starting once it got hot. After replacing cables, and almost every other component, he realized the reproduction starter he recently purchased was likely the candidate. Upon inspection, it was obvious that the armature construction wasn't up to standards and could bind on the case and bearings when the metal expanded. One clue to substandard manufacturing is the armature weight is only about 2/3 what an original weighs!



Dave Westrate presented an example of why taking good notes, and keeping them, during a restoration are essential. He had a leftover unidentifiable part for his glove box. With some luck and circumstance, he found an original period illustration showing his mystery part and how to install it.

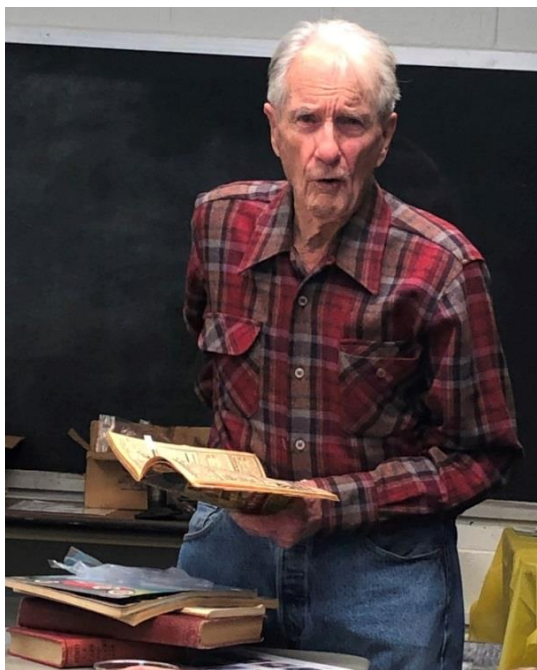


Nelson Ford, an avid golfer, brought in his 100-year-old wooden shaft golf clubs. He explained how he refinished them and then went on to say that he regularly plays with these clubs on golf courses and how there's a following of thousands who do the same thing. He's even used these clubs on a links course in the British Isles and said the course was not kind to his game.

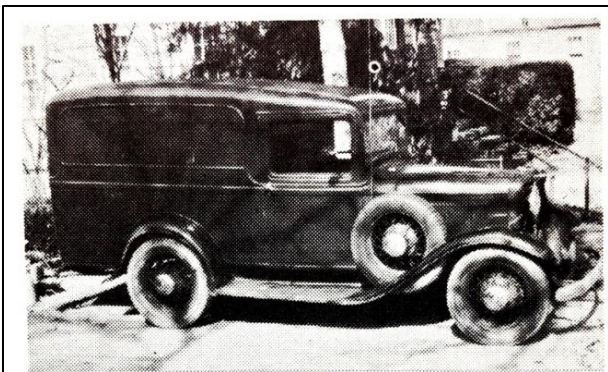


Dave Henderson brought in some old literature from his collection. Included was a copy of Hemmings Motor News from 1967 and he shared some interesting advertisements. He also found an original

1932 Ford brochure showing color images of all 1932 car models!



1936 5-WINDOW rumble seat coupe, running, complete, perfect body and fenders. New chrome bumpers, headlights, windshield frame, garnish mouldings, etc. One 1936 5-window coupe Chevy, running gear for parts car, perfect body and fenders. \$600 for everything. David Chu-



1932 Ford Panel Delivery

Factory rebuilt 21 std V-8. New tires, tubes, wiring, hydraulic brakes and shock conversions. New seat upholstery, top, running boards. No rust, excellent body. Perfect for advertising or parts delivery. One of a small number of panel deliveries remaining. Running and registered. Asking \$1000 or best offer. S.A.S.E. please.

Hemmings MOTOR NEWS
FOR MAY 1967-OUR 14TH YEAR

OVER 30,700 PAID CIRCULATION LAST MONTH — AMERICA'S LARGEST ANTIQUE & VINTAGE CAR CIRCULATION. SINGLE COPY—20¢

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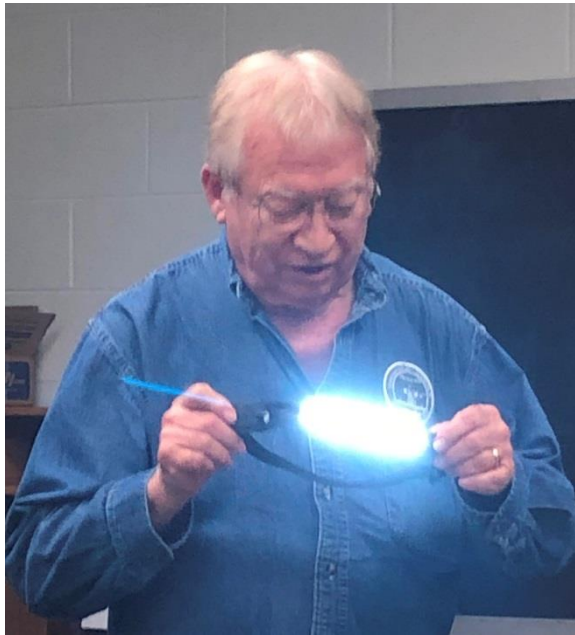
1967
David Henderson 4-67
1009 No Livingston St
Arlington Va 22205

Feature Car of the Month

26 Ford T Coupe Owned by James R. Cook, New Orleans, La.

Leo Cummings gave a blinding presentation, literally, with his LED headlamp. It cost \$23 (www.brightbeam.com) and is guaranteed to blind anyone looking in your direction. He also brought a grease gun adapter made by Saker. Once the coupler is locked on zerk fitting, it stays on and frees both hands to operate the grease gun. \$17 at Amazon.





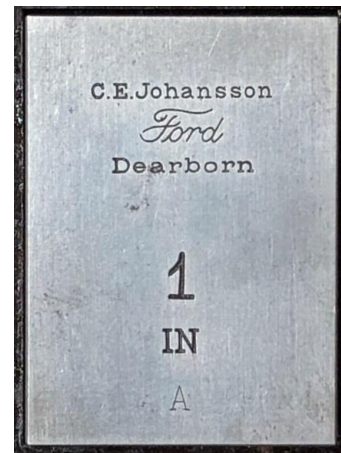
Bill Potter brought in two Ford souvenir trays. One large tray from the 1934 Chicago World's Fair and the other, a small tray from the 1935 San Diego Pan-American Exposition. The smaller tray reminded Bill of how his dad, Buzzy, drove across America from Maryland to California with his brother and mother in a new 1935 Ford and attended the expo.

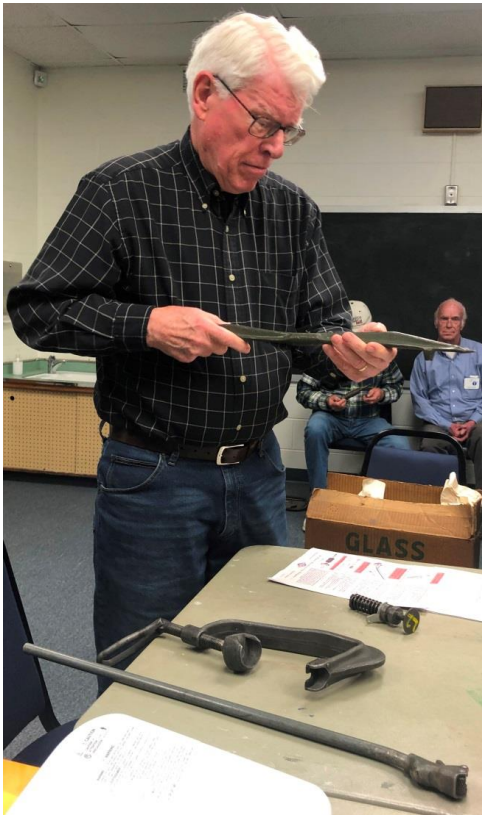


Terry Tomann drove up from his home in Fredericksburg to attend the meeting. He, too, brought a 1934 Ford souvenir tray in mint condition.



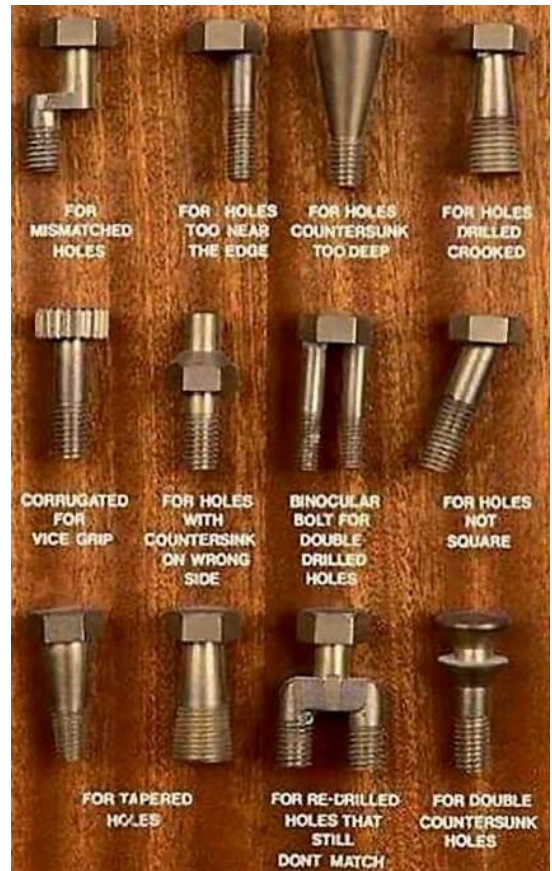
Dave Gunnarson brought his KR Wilson Key cutting machine and explained how it worked. He also brought in his KRW distributor timing fixture. His tri-fecta concluded with displaying and NOS Johansson Gauge Block set manufactured by Ford for precision measurement.



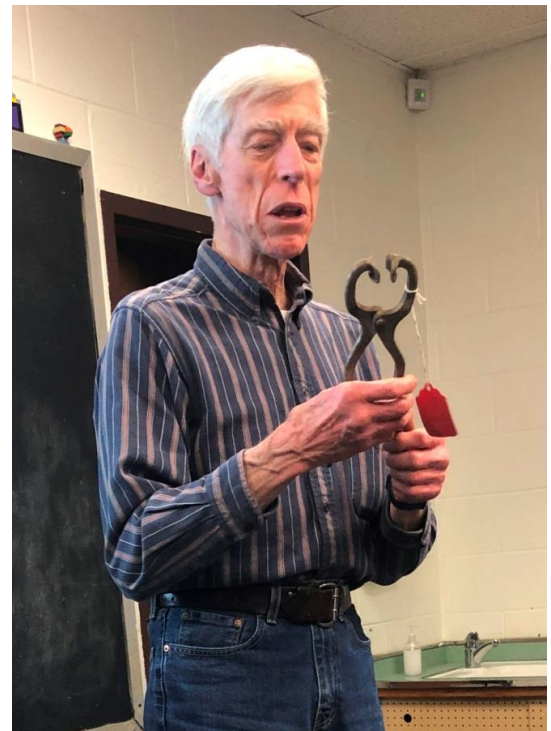


Hank Dubois demonstrated several Ford engine valve removal tools. Some were for removing the locking key by prying it out and others for compressing the valve assembly up and out of the block. Both operations can be difficult without the proper tools.

Chris Elenbaum, who recently purchased Clem Clement's 1939 pickup, had the most humorous presentation of the evening. He started with his Fit Wit version 0.1 presentation (see the accompanying article for a description, credits to Clem). He also explained an illustration of many types of specialty bolts for very tricky situations, such as when the bolt is too close to the edge or a bolt for a crooked hole.



John Ryan brought in a variety of unique KR Wilson tools. He described the tools as tools KRW made, but probably didn't have many sales.



In fact, he stated that these tools look new, as they were likely never, or very slightly, used for their intended purpose.

He's holding a KRW B-22 Wishbone rubber ball installer (might also remove them). How many times do you need to do that operation?? He also brought a KRW V-170 Shackle stud remover, KRW Gas Gauge fitting wrench (the fitting at the gas tank), KRW Vacuum line fitting wrench and another tool for installing bearings in the steering housing.

The NVRG attendees all seemed to have a great time and thanks again to Gay Harrington for the wonderful snacks.

February's meeting is "Movie Night" with *Ford v. Ferrari*. Not to be missed. Bring your valentine!

=====

The All-new Fit Wit Version 0.1

by Chris Elenbaum

When I acquired Clem's glorious 1939 Ford Truck – really two trucks in one, with a passenger side adorned with whitewalls and chrome and driver's side with blackwalls and worn nickel-like finish – I decided to explore replacing the whitewalls with two matching blackwalls. This turned out to be quite an amusing adventure!

First, Randy at Weber Tire astutely pointed out that the date code on my existing blackwall tires is over 30 years ago... and the whitewalls are much older. He simply asked me, "What are you planning to do with this truck?" To which I replied, "Drive it once in awhile." His response in a casual-but-no-duh kinda tone, "With other people in it? Uhhhh, you're gonna need four new tires." I replied, "And what about the tubes? I think I have some in the pile of stuff in the bed." After coming up with a 13 inch, a 17, and a 21, I gave up. "Oh, these are all for Clem's swimming pool." And he said, "Yeah, you'll need those too." This whole experience brought back a memory of a movie line from *The Christmas Story* where, after experiencing a tire blow-out, the narrator explains that Ralphie's father's tires are really only tires in the academic sense – "They're round and used to be made of rubber." Well, the 7 tires I currently own are mostly round and seem to be made of hard plastic now. "Oh, fuddddgggge," I said. I suppose I'll weep a small tear as I watch them land on the recycle pile awaiting the grinder that will turn

them into a new turf sports field someday. They use the whitewalls for the lines, you know.

The next vexing challenge that concerned me was what to do with the spare tire with the hubometer on it. A hubometer is a wheel mounted odometer. Many wondered why the hubometer never measured any miles. Perhaps because Clem always turned around and went home so the miles just rolled back off. Or, perhaps, the wheel must actually be rolling – no duh, right? But that *is* the joke after all when you have one mounted on a spare tire.

So, when confronted with the intimidating challenge of show-and-tell day at the NVRG monthly meeting, the idea hit me square between the bumper mounts. The innovative, and all-new Fit Wit version 0.1 was invented! Here's the incredible advertisement campaign – cue up your great announcer voice and read it aloud while imagining your favorite dumb-looking guy pushing a spare whitewall down the road.

*Witness the all new and incredibly innovative
Fit Wit 0.1!*



Designed exclusively for people who want a total body workout. You simply roll this beautiful white-wall everywhere you go. The innovative mileage counter mounted in the center measures every step with high precision.

But there's more! The Fit Wit can be used for strength training too! You can do curls, presses, dead lifts, swings, and many more great exercises.

And there's a data linking coming in future versions. The 0.2 will be able to interface with your rotary dial telephone! And version 0.3 will be touch-tone enabled! Version 0.4 will interface with your Apple iPhone health app and all brands of Smart-watches!

If this wonderful Fit Wit resembles a spare tire at all that's because it is much like a tire in the academic sense. It is round, and it was once made of rubber. But let me assure you that this incredible piece of gear goes far beyond the capabilities of an ordinary spare tire. It provides a lifetime of fitness.

This could be yours for the low-low price of three monthly installments of only \$39.95.

Legal disclaimers:

- Any similarity between the name of this product and the word nitwit is purely coincidental.*
- The manufacturer shall not be held liable if you run yourself over with it.*
- The black stuff on your hands will not harm you, except in the state of California, where it causes cancer.*
- Road testing has not been completed yet and the NTSB has not issued a certificate of safety because the product has not yet been pushed while walking for 100,000 miles and it has not yet survived a 5-mph impact with Dave Gunnarson's truck bumper.*

OUT AND ABOUT

Paying It Forward Pays!

By Keith Randall

There has been half-dozen times over the years when I was called upon to "rescue" a fellow old-car buddy who has broken down. I have towed, trailered, and performed roadside assistance for folks. Now, then, I always try to be sure that whichever of my vehicles I'm touring with doesn't have any issue that might result in a breakdown. But, as they say, you never know when it will be your turn for needing some help.

My time for help came this summer on one of the eight tours Susan and I participated in. It was somewhere along the back roads through the cornfields of northwest Ohio. Our 1936 Ford Cabriolet

simply died. There was no chugging or any other indication of what the problem was. Was it electrical? Was it fuel? Or something else? Not to worry, because the folks putting on the tour had arranged for a "trouble truck" with a trailer, if needed, that was just a phone call away. Well, the first glitch occurred when neither my nor Susan's cell phone had coverage (thank you, Sprint).



1936 Ford Cabriolet

This tour, as all the tours we've been on, was carefully planned. Departure times are recommended, routing provided, and destinations identified, but you are free to leave when you want and stop anywhere along the route you find interesting. This is where I should mention that it is a really good idea to follow the tour book directions instead of your GPS. Reason being that there will be other folks on the tour coming along where you might be stranded.

Within about 10 minutes a fellow tourer came along and asked if they could help. I asked if they had cell phone coverage and they did. Great! I called the trouble truck guys and gave them our location. A few minutes later, another tourer came by and helped me push the '36 clear of the road and loaned me a couple of road hazard signs. The next tourer that stopped and offered assistance had a multimeter and we troubleshot some of the common electrical trouble spots but, all was okay. Hmm... I was especially grateful to this fellow, because he asked Susan to join his wife in their '65 Pontiac while we did the troubleshooting and they eventually gave Susan a ride back to our hotel while I attended to the '36. I need to mention that I waved off many other touring folks who offered to help as well.

After about an hour, I realized that there was no immediate fix to whatever my problem was. I then

began to wonder what happened to the trouble truck (now referred to as the “vulture truck”). It turns out that they had gone the opposite direction on the road that we were on and, by the time they realized it, they tried to call us to reconfirm they were on the way. But, remember we had no cell phone coverage.

Finally, the vulture truck and trailer arrived and we loaded the '36 onto the trailer for the trip back to the hotel and my trailer. I had another good fuel pump in my parts box and I changed out the one on the car but still no go. It was time to admit that any further troubleshooting would have to wait until we returned home. There was only one day of touring remaining and Susan and I drove our truck that day.

Now its time to load the '36 into my trailer. I admit that one of my going-to-do's was to install an electric winch in my trailer. I did have a come-a-long hand winch but I was not looking forward to the effort required to hand-winch the car into the trailer. That's when another couple of fellows on the tour noticed me getting ready to hand-winch the car into the trailer. They had modified and made a portable 12-volt winch that we were able to secure to the forward tie downs in the trailer and use the interior 12-volt battery of my trailer for an electrical source. We successfully winched the car into the trailer and I buttoned it up for the trip home.

So, I like to think that all the times I assisted other old-car folks over the years have paid it forward to my time in need of help.

Postscript: Once the '36 was tucked back into my garage, my investigations revealed a couple of issues. First, the distributor capacitor (condenser) had a very high MFD reading (62) and it was weak in passing the multimeter check. Second, and what I believe was the real cause of the roadside breakdown, the brass crimped fitting on the flexible fuel line on the end that connects to the fuel pump was loose and could be freely rotated on the hose. The fuel pump was sucking enough air to prevent fuel from getting to the pump.

I replaced the capacitor and the flex fuel line and the car is again performing as it should. I also purchased a Winch-2-Go (Amazon) for the next time I or anyone else needs help winching their car.



Fuel Line Failed Connection



Winch-to-Go Box Closed



Winch-to-Go Box Open

While I was in there fussing with stuff, I decided to remove the previous owner's kill switch and re-wire the battery to ground, battery to starter switch, and starter switch to starter cables. The existing cables were undersized and of the Auto Zone generic type. I contacted John Brillman in Mount Jackson, VA, and had good quality, proper gauge cables made. What a difference! Good, strong starts are now the norm, even after the engine has warmed up.

Rescue efforts in a Hurricane

In 1952 I was a young Ensign on USS SHEA (DM 30) returning to Charleston from a cruise to England and Ireland with the other ships of our division. As we approached USA we encountered a hurricane 200 miles from home and thankfully we safely made our way through it. Now nearing our homeport of Charleston, we shifted into dress blues as the uniform for entering port. The radar detected the shore and the jettys which marked the entrance channel and we knew our families were waiting on the pier for our arrival. But then we received a message directing us to return to the hurricane area and rescue the crew of a merchant ship in distress. Our entire division of four ships turned around and came up to best speed in those sea conditions. We arrived in the hurricane area and found the merchant ship slowly sinking. The crew had already abandoned ship in lifeboats except for one man, who was on deck. Our Division Commander sent USS FRASER (DM 24), the ship with the Division Doctor aboard, in for a close rescue. They used a bullhorn to tell the man to climb down a Jacobs ladder already in place, and to jump into the water whereupon rescue swimmers from FRASER would grab him and pull him to safety. The man started down, then became afraid and started to climb back up, but he slipped and fell into the sea. The rescue swimmers got him and safely brought him onto the bow of the FRASER – but there he had a heart attack and died despite the Doctor’s best efforts. We then began a search for the lifeboats which were nowhere in sight. That search continued for several days with no luck whatever. The entire crew was apparently lost due to that hurricane, and we were very sad that our strenuous rescue efforts were not successful. A hurricane at sea can, and often does, cause fatalities.

CAPTAIN Donald E Pauly USN Retired

**February Membership Meeting
Movie Night: *Ford v. Ferrari***

This month the NVRG program will feature a screening of the movie *Ford v Ferrari*. The plot follows a determined team of American and British engineers and designers, led by automotive designer Carroll Shelby and his British driver, Ken Miles, who are hired by Henry Ford II and Lee Iacocca to build a race car to defeat the perennially dominant Italian racing team [Scuderia Ferrari](#) at the 1966 24 Hours of Le Mans race in France.

It’s Valentine’s Day, so bring your valentine for a movie night out. I hope you can make the meeting.



Date: February 14, 2023 Membership Meeting –
Time: 7:30 PM Eastern Time (US and Canada), doors open at 7:00 PM
Location: Fairfax City’s Green Acres Senior Center, 4401 Sideburn Road, Fairfax, VA 22030 (See directions to center in this issue.)

NEW MEMBER WELCOME

Welcome to Our Newest NVRG Members!

By Gay Harrington

The first month of this New Year brought our NVRG two new members!

Paul Blumenfeld, of Brookville, MD, met NVRG members Dave Blum and Bill Simons at a car and coffee event where they shared their interests in Early Ford V-8 vehicles. Paul owns an original 1947 Ford Station Wagon (Woodie). He lives in Maryland and has a business that has serviced some flathead Fords, a few Packards, as well as Nash flatheads. Paul's business is [Paul's W.W. Motorwerks](#) in North Bethesda, MD, telephone 301-231-8733. He is glad to be a part of the NVRG and looks forward to meeting other members and seeing their flathead vehicles. Welcome to the NVRG, Paul!

Brendan McHugh of Frederick, MD, became an NVRG member after contacting NVRG member and fellow Woodie owner, Ken Burns. In Brendan's own words, his story follows.

I found the club thru the National Woodie Club, which I'm a member of. A link to the Capitol District Chapter on the National Woodie Club website says the club is inactive but has Ken Burns' contact info. I reached out to Ken for recommendations for interior shops. Ken put me in touch with Nelson Ford who got back to me with a recommendation.

I grew up around antique cars and, in 2008, after being deep into the vintage VW hobby for over 20 years, I had a burning desire to build an old-school "fat fender" hot rod. I wanted a '39 coupe or something similar but the market was up and I couldn't swing it, so I found a '35 sedan on eBay and bought it. Spent 7 years and tons of money building it. It's very solid and all Henry Ford steel. It features a 59AB from H&H Flatheads with 3 Stromberg 97's, LeBaron Bonney interior, and a Winter's quick change rear.

After swearing off restorations after the '35, I had the opportunity to buy a local legend – the 1939 Woodie. This car has been in Frederick since new. I have spoken to family members of the 3rd owner. The families of the original owner and the 3rd owner were close friends. The story is that he (3rd owner)

bought it from his friend (the son of the original owner) in 1958 for \$5. I'm the fourth owner. I could use some help with the resto including interior information (material, what goes where, etc.), what color to paint certain parts, wood restoration shops, body shop recommendations, etc. I've got the motor, trans, and rear end rebuilt and I've redone the main body wood. I'm redoing it as a period hot rod but not changing much about it. The transmission and rear are original and stock. The motor that was in it when I bought it is a 59AB and I had it warmed up a bit and put two Stromberg's on it. It will be lowered a bit too but nothing someone couldn't put back to stock easily. Since buying this car and joining the Woodie club and thru other connections, I've received so much help and encouragement. It's just been incredible how much the car community has helped me.

Lastly, the '52 F1 pickup. I got this from a friend who inherited it from a friend of his. The truck was bought new by the grandfather of my friend's friend and had every registration card in it from new, which I needed because there was no title. I'm the second registered owner. The truck was used as a shop truck for a Sunoco station in NJ and has 49,414 original miles. It hasn't run in years and I look forward to getting it back on the road this summer.

I'm including a few pics of the cars. I have received so much help from clubs over the years and greatly appreciate it. I'm a car guy and love all kinds of cars and motorcycles and also own an '84 Porsche 911, 1972 Jeep CJ-5 Renegade, and a 1970 Triumph Bonneville. If it's old and has a motor, I probably love it. I'm no expert on any car, so greatly appreciate advice from club members.



1935 Sedan



1939 Woodie



1952 Truck

CAN YOU GUESS??



Can you identify our fellow club member on the left? Hint: He's standing in front of a Ford Woody and it made a strong impression on him. (See answer on page 21.)

Ninth Annual Mid-Atlantic Pre-War Swap Meet

For auto, transportation, steam and gasoline power plant, antique tools and farm equipment items from the 1800s through the 1940s. Now including the Flathead V-8 era of automotive history through 1953

- May 12-13, 2023
- Admission and parking are free
- Location: Comer-Jones VFW Post 621, 218 Veterans Lane, Luray, VA
- Vendor setup May 11, 3pm
- Public Admittance: Friday, May 12, 7 AM to 5 PM and Saturday, May 13 7 AM to 2 PM
- Contact: Dennis Fleming at 540-860-1384 or dennis@fair-viewnet.com



Click [here](#) for more information.



**EARLY FORD V-8
CLUB
ON THE ROAD
ST. LOUIS R.G. #124**

January 2023 Volume 38 No. 1



Images submitted by Nick Arrington, courtesy of sister club St. Louis R.G. #124 January 2023 newsletter.

ROAD CHATTER

Early Ford V-8 Club - Northern Illinois Regional Group #8
 P.O. Box 803
 Arlington Heights, IL 60006-0803
www.nirgv8.org
 Volume 57 Issue 1 January 2023

PAGE 6

JANUARY 2023

ROAD CHATTER

TECH CORNER

Last month's tech corner was based on Este Scheve's discussion of various finishes and plating methods for Early Ford V-8 fasteners. One of those finishes is cadmium or cad plating. This seemed like a good time to re-run a Tech Corner from the January 2009 Road Chatter. We hope you find it interesting and maybe helpful. Note that a couple of updates are added in blue.

It Worked for Me – Cad Plating By Ken Bounds

Last month (December 2008) I told the story of how our 1950 Crestliner, Old Nettie, was restored. While much of the restoration, like painting, upholstery, and trim is rather straightforward, one particular challenge is to get the plating right on the hundreds of fasteners, brackets, etc., under the hood and on the chassis. Ford used a variety of finishes for these items and in 1950 the most common were cadmium, zinc, and "raven". Cleaning up and re-plating these parts can add significantly to the longevity of the car, finishes off the restoration, and is important in the judging process because the point deductions for incorrect fasteners can add up fast.

The first challenge is determining the correct plating for all those nuts, bolts, screws, and washers. An invaluable source is a Ford Chassis Parts catalog. These massive catalogs list every part on a Ford car, along with part numbers, descriptions, and often illustrations. Fasteners have a suffix after the part number indicating the original finish. For example, S7 indicates cadmium plate, S8 indicates zinc plate, and S indicates "plain". The '49-'52 chassis catalog lists 20 different fastener finishes.

In researching plating, I learned that the sources for having such small parts re-plated are drying up due to environmental concerns; also, the cost is becoming nearly prohibitive. In addition, for me it would be impractical to remove every fastener on the car and send them in bulk to a plater. Roy Nacewicz Enterprises (now Third Gen Automotive in Tennessee) does provide fasteners for most V-8's, but he does not stock every bolt for the '50 and some I ordered from him just weren't the same as the original bolts on my car. (Note: Michael at Third Gen has a wider stock of correct fasteners). Fortunately, I learned about a way I could plate these parts myself, so I could remove them, refinish them, and re-install them a few at a time. A company named Caswell, Inc. in Lyons, New York, makes a wide variety of plating kits and restoration supplies. I purchased a kit called Copy Cad that allows you to duplicate both the cadmium and zinc plate finishes.

Caswell provides nearly everything you need to get started. The plating kit includes two plating "tanks" (buckets), one for a degreasing solution and one for the plating solution. The degreasing solution is mixed with distilled water and heated with a supplied aquarium heater. In the plating tank, you place another heater with a thermostat control, a pump for agitation, two zinc anode plates, and the plating solution mixed with distilled water. I also purchased a 3 amp constant

FINISH OF STANDARD PARTS

(BOLTS, SCREWS, NUTS, WASHERS, Etc.)

The "S" suffix on numbers covering Standard Parts represents the finish of the part as shown by the following list:

SUFFIX	FINISH	SUFFIX	FINISH
S	Plain	S15	Oxidized
S2	Raven finish	S16	Lead coated
S3	Black Japan	S18	Cold hardened
S5	Copper plate	S19	Brass plate
S6	Nickel plate	S21	Lacquer for identification
S7	Cadmium plate	S23	Caseless steel—head polished
S8	Zinc plate	S24	Hot tin coated
S10	Tinned	S25	Painted
S12	Lacquer to match trim	S29	Enamel coating
S13	Chrome plated	S32	Black paint or prime



TECH CORNER

current DC power supply to provide the voltage needed for plating. The positive lead is attached to the anodes and the negative lead is attached to a copper rod across the top of the tank.

After removing fasteners from the car, the first step is to clean them up before plating. Cadmium and zinc plating provide a sacrificial or cathodic coating: over time the plating corrodes away, sacrificing itself for the benefit of the underlying steel. After 58 years, the plating on most of the fasteners on Old Nettie was just gone. Some of the fasteners were rusty, some had been painted over. For lack of better equipment, my main method of cleanup was the wire wheel to remove the bulk of the rust or paint, and any vestiges of the original plating. This was followed by a bath of diluted acid to neutralize any remaining rust. The picture to the right is a "before" picture. This ugly pile of rusted or painted items is just a portion of the fasteners used to hold the grill in place.



Before

Next comes the fun part, a trip to the plating tanks. Each item to be plated is attached to a length of thin copper or brass wire so it can be hung into the degreasing and plating tanks. Five minutes in the degreasing tank, heated to 150° or so will remove any dirt or oils. After a rinse in distilled water, the part goes into the cad/zinc bath. The wire is wrapped around the copper rod to conduct electricity to the part. The real trick here is experimenting to determine the exact number of amps to use and the time to leave the part in the bath. Too many amps will "burn" the part and turn the cad black. Too few amps will fail to thoroughly plate the part. Too little time will also reduce the thickness of the plating. The rule of thumb is approximately .14 amps per square inch of surface of the part. Even determining the surface area takes a lot of experimenting. I found that plating the parts for about 20 minutes worked best. For small items, you can string several on a wire to reduce the overall time. To get the plating right on large pieces I only did one at a time. The picture in this paragraph is the same pile of grill fasteners after cleanup and cad plating. Please note that the flash picture makes these items look brighter than they actually are. The cad plating leaves the desired dull, gray finish.



After

This brings up a point about zinc plating. The brighter zinc finish is achieved by adding a zinc brightener to the plating bath. After several parts are plated, this brightener is eventually consumed and the bath returns to the cad finish. This leads to a juggling act between parts that you intend to have a cad finish or a zinc finish. Through experimentation, I learned that you can also brighten the finish if it is too dark or gray by lightly buffing with a Dremel wire wheel.

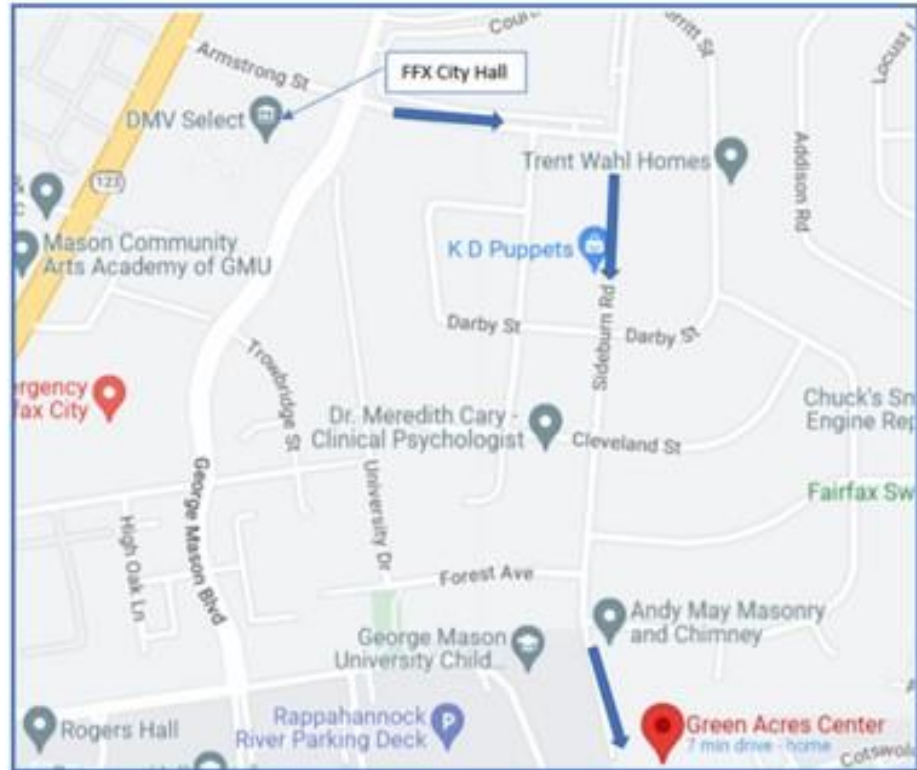
This briefly covers my first plating experience. Although the cleanup of the parts was a lot of work, the plating was fun and rewarding. I also wanted to mention that there are some "cad" paints available from restoration supply sources. I tried paint and was not happy with the results. Not only does the paint not really look like cadmium, but paint will not protect your precious parts as well as plating. The plating worked for me!



NVRG Monthly Meeting Information

Meetings will begin @ 7:30 PM (doors open at 7:00 PM) at:
Fairfax City's Green Acres Senior Center
4401 Sideburn Road, Fairfax, VA 22030

Directions: Many of you are familiar with the location of Fairfax City Hall on Armstrong Street, the venue for our car show. From City Hall continue on Armstrong Street across George Mason Blvd to the end. Turn right on Sideburn Road. Sideburn Road will dead end shortly after you pass Beaumont Street. The building is on the left and the entrance to the center is at the building's midpoint.



Parking: Parking spaces are limited and you must park in the spaces shown on the parking map. Do NOT park on Beaumont Street or other streets nearby. The Green Acres property abuts George Mason University. The local streets require a residential parking permit to keep GMU students from parking there.



LAST CALL FOR 2023 ANNUAL NVRG MEMBERSHIP DUES COLLECTION

by Gay Harrington

THANK YOU to the 2/3rds of NVRG members who have already joined or renewed for 2023. If you haven't yet renewed, please try to send your renewal before the ground hog makes his annual appearance!

Annual dues for the Northern Virginia Regional Group (NVRG) are **\$25.00**. 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



Prefer to pay your dues renewal via Zelle? Contact Treasurer Bill Simons at bsimons@rustinsurance.com. If you have any information updates for 2023 (new phone, new car, sold car, etc.), please contact me (Membership Chair Gay Harrington) (hahsuj@gmail.com) to provide changes so that our records are accurate. I'll be sending out updated member lists to all members as soon as our dues collection is completed.

Why is being a member important? Let me count the ways.

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 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 – www.NVRG.org.** The website is easy to navigate and has both current information and an interesting archive section, too. If you haven't been on the website lately, 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.
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)!



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): 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 OBO. Contact **Mike Sanders** (selling the car for a friend). 559-916-1934, phone call or text. (06/23)



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)



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)



SOLD



PARTS & ACCESSORIES FOR SALE

'32-'34 Inside Door Handles and Window Crank Handles: Inside door handles and window crank handles (both standard and deluxe versions) and matching escutcheons for '32 cars, '32 commercial and trucks, '33-'34 cars (including commercial and trucks up to '37). All are new, unused, excellent Drake reproductions in original packaging. Contact **John Ryan** at john@ryanweb.com or 240-271-4097. (08/23)



'32 Headlamp Reflectors: Both Standard (two bulbs) and Deluxe (one bulb) versions available. These are new Drake reproduction original-type reflectors in original sealed packages. These are not currently available from the major commercial

vendors. Contact **John Ryan** at john@ryanweb.com or 240-271-4097. (08/23)



Four slightly used black wall, all weather, radial tires, size 205/75 R 15. Perfect fit for a shoebox Ford. Production date: 31/21. Less than 600 miles on them. I recently traded them for white walls. Half price at \$100 each. Bill Simons 202-734-2211 bsimons@rustinsurance.com



Thermoid Model TM Brake Shoe Relining Machine; Coates 2020 Tire Changer; 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. Contact: club member **Jim Eberly** at 301-876-3315. (05/23)





NVRG 2023 Events Calendar



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: Movie Night – Ford v. Ferrari; Presenter: NVRG; Refreshments: Gunnarson.
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.
March	
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: Computer Safety; Presenter: Milford Sprecher; Location: TBD.
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.
April	
11	Membership Meeting – 7:30 PM. Program: Nuc’s a Poppin’; Presenter: Clem Clement; Location: TBD
12	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 .
	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Looking Ahead!



 Stay tuned!

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

PAGE 13 “CAN YOU GUESS” ANSWER: KEN BURNS

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NVRG Car of the Month
Hank Amster « 1941 Ford Super Deluxe Convertible



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