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# Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96  
Chartered December 11, 1977

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Editors: Nick Arrington & Sara Karnish

## February Meeting: The Space Force and a Rolls-Royce Story



At the Fairfax Car show last year, Keith Randall met Joe Rouge who was displaying a Rolls Royce. It turns out that Joe has a lot of experience in the US Space Force and agreed to give a presentation about it.

The Chinese have the ability to monitor the entire globe from space even when cloud covered. Now it's virtually impossible to sneak up on your enemy. It's changing the way we conduct military operations.

The Russians and Chinese are both working on counter-satellite weapons.

Why should you care?

We are now so dependent on satellite communications and data that any disruption would cause so many of the things we depend on daily to no longer work. Think airline positioning, cell phone access, banking, phone maps, etc.

The Russians and Chinese are developing and testing direct launch ground to satellite and air launched anti-satellite systems. They are also developing robotic satellites which could be used to interrupt any satellite in space.

Moon exploration is also an important focus. The moons poles have sunlight and ice which could be used to create fuel for deep space exploration or use on the moon. "The universe is an ocean... If others go there, they will take over, and you won't be able to go even if you want to." -- Ye Peijian, Director of Chang'e Lunar Program.

Space Force has about 20,000 people with three layers of management, so compared with the other military services, it's the smallest. While the Space Force logo looks like one used by the *Star Trek* shows, it was designed and used in the 1950's, long preceding *Star Trek*.

Joe also owns a 1975 Rolls Royce Cornish. It was specially ordered by Charles Bronson for his wife, Jill Ireland. At the time it was ordered, it was the first and only all black Rolls Royce produced. It's factory left-hand drive with a V-8 engine and it's a comfortable four-passenger car. According to Joe, it's size is deceiving: a foot narrower and shorter than a standard minivan but looks so much bigger. He plans to bring it to the next Fairfax car show, so you should get a chance to see it then in person.

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# *Up Front with the President*

## *March 2025*



### President's Message—March 2025

With deep sadness and fond remembrance, this issue of the *Valve Clatter* is dedicated to the memory of Cliff Green. Cliff was one of the founding members of NVRG and through his tireless efforts over the decades, he helped grow NVRG's membership and enhance the quality of the NVRG experience for all of us.

Cliff served as NVRG President, *Valve Clatter* editor, National Chief Judge, and many other key roles. He also created the NVRG calendar and Tech Tips publication. Cliff was an energetic and very effective recruiter of new members. Equally important, Cliff was a true comrade, freely offering friendship and warmth to us all. Through these many roles, we all have stories and memories of Cliff that are worthy of sharing and paying tribute to him. Therefore, this issue is mostly a collection – a conversation really – of individual members' memories of Cliff.

This month we return to our usual day and place for the membership meeting – on the second Tuesday, March 11<sup>th</sup> at the Green Acres Senior Center in Fairfax City. Nick Arrington will lead us on a virtual tour of the Glenn L. Curtiss Museum in Hammondsport, NY. Curtiss was a pioneer in developing early aircraft (including a V8!) and the museum collection includes early aircraft, bicycles and cars. I look forward to seeing you at the meeting.

Best V-8 wishes to everyone,

*John*



Man and machine become one



Cliff was obviously the “old car guy” in the neighborhood, pre-HOA days

2024 NVRG Officers and Terms	2022 Directors and Terms	Committee Members
President – <a href="#">John Ryan</a> (2023 & 24)	Membership – <a href="#">Gay Harrington</a> (2024-25)	Fairfax Show – <a href="#">Dave Westrate</a>
Vice President – <a href="#">Joe Freund</a> (2024-25)	Programs, Refreshments – <a href="#">Dave Gunnarson</a> (2023-24)	Tours Chair – <a href="#">Hank Dubois</a>
Secretary – <a href="#">Nick Arrington</a> (2023 & 24)	Webmaster – <a href="#">Rusty Rentsch</a> (2024-25)	Property – <a href="#">David Skiles</a>
Treasurer – <a href="#">Bill Simons</a> (2024-25)	Sunshine – <a href="#">Keith Randall</a> (2023-24)	At-large – <a href="#">Jim LaBaugh</a>

**Remembering Cliff Green**

*By Bill Potter*

Back in August of 2019 Patricia and I decided to drive to the Early Ford V-8 Club National Meet in Auburn, Indiana. Once we got to Ohio, we felt hungry, so we stopped at one of those sprawling turnpike plazas. As soon as we walked in the door, I heard someone from far away say: "Look, that guy's wearing a V-8 T-shirt." An instant later our eyes locked and he exclaimed: "It's Bill Potter!" Of course it was Cliff, along with Bill Selly and John Ryan. Hugs and handshakes, laughs and good cheer ensued. It was one of those chance encounters that stays with you.

Cliff was very intuitive and he could read people better than anyone I ever met. Even if he didn't know much about someone, he had the ability to get on their wavelength and pull them into a friendly conversation.

Cliff was gifted in so many ways, but above all, he was a leader. In our club, he was The Rock. Rest easy, my friend. None of us will ever forget you.

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**We Have Lost a Best Friend**

*By Dave and Barbara Westrate*

Thirty plus years ago, my wife Barbara and I were in Leesburg, Virginia and happened to see a '39 Ford woody wagon on sale at a very small used car lot. Barbara was suffering from breast cancer at the time and she somehow decided that I needed that car to take my mind off of her problems. She got out her checkbook and wrote a check. I had no clue what this was all about, but I found the early Ford V8 club which we joined. Cliff and Sandra Green put out the welcome mat to the local club and we will never forget that.

Over the next three decades, Cliff provided continuous encouragement to me as we restored two different woody station wagons. He was instrumental in helping us find parts and sources for other things to support the restoration projects.

One notable thing that Cliff did was introduce us to the Hershey, Pennsylvania car show and flea market and swap meet.

We attended this almost every year for the past three decades, and it was critical in our efforts with the cars. More importantly, it helped us meet friends and have an enjoyable experience. This included camping out, man cave- type cooking, early rising, and plenty of wonderful memories.

Over the years, Cliff was instrumental in our Fairfax City car show, the club picnic, the club Christmas party, and the *Valve Clatter* newsletter, as well as his continual contributions to the International V8 Times and *Woody Times* magazines, to mention just a few.

Cliff had class. He never raised his voice or spoke negatively about anyone. He helped everyone all the time. He was an example for all to follow. We will all miss this calm, cool, and collected best friend. Our hearts and best wishes go out to Sandra and their family at this very sad time.

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**Remembering Cliff**

*By Von Hardesty*

I am deeply saddened with the news of his passing. In recent years our shared interest in aviation history became a new focus for our ongoing conversations. I shared with Cliff some of my books written at the National Air and Space Museum. My wife, Patricia, and I remember getting a ride in his beautiful 1940 Ford woodie. Cliff was always ready to offer technical advice on my 1940 Ford. He did much to shape the NVRG. His passing is a great loss, but he has left an enduring legacy.

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**Our Introduction to Cliff Green**

*By John Girman*

Cliff's generosity with sharing his expertise of Early Ford V8's is well known, but he also helped club members in other ways. When Patty and I joined the NVRG, we did not have a running Early Ford V8. We wanted to go on the Lebkicker Tour but we going to have to drive a modern car. When Cliff learned about it, he approached us and said that we were welcome to ride with him and Sandra. So, not only were we riding on a tour in an Early Ford V8, we were riding with Cliff and Sandra in their 1940 Woodie. It was a great introduction to the hospitality of NVRG and we have always been grateful for it.

## In Tribute

By Gay Harrington

It is impossible to encapsulate D. Clifford (Cliff) Green in a few paragraphs. I met Cliff in 2013 when I joined the NVRG. He welcomed me from day one. He gave me his business card with a nice color photo of “Green’s Acres,” his 1940 Ford Deluxe Station Wagon, on it. I barely knew what a flathead was at the time, and over the years I learned a lot about my own EFV8 from Cliff Green.

I can’t detail all the things I enjoyed about being around Cliff for twelve years. It’s easier to say I never didn’t enjoy seeing Cliff, whether at a meeting, on a tour, while working together on NVRG projects, at National meets—in short, everything over our twelve years of NVRG friendship.

Cliff was a true gentleman and a very smart, competent leader who always shared his best insights unselfishly. Cliff could just as easily shift from leader to being a team member or an individual volunteer, doing whatever needed to be done. It is rare for any man to have such a high aptitude of confidence, competence, and humility at every level of performance. Cliff was among this rare breed of men. I saw first-hand that he could be a successful executive and a genuine “everyman” at the same time. He was confident but never a braggart, and it seemed no task was either too big or too small for Cliff to accomplish.

Cliff’s generosity seemed boundless at times. I’d also like to thank Sandra for her generosity and for always supporting and sharing her husband with our NVRG. They doubled our joy when they were both at any NVRG event. In 2016, for example, my 1949 F1 had a transmission issue. Cliff found out and insisted I bring the truck to his garage. Well, I did just that, but when Cliff and others he brought together pulled the tranny, they found broken teeth, a gear that was backwards, and various other issues to be corrected. I had to wait for another transmission to arrive from the guy in Oregon who originally rebuilt it (three years prior) and was giving me some

excuses.

Cliff spoke to him, and a ’49 tranny was sent directly to Cliff a couple of weeks later. Cliff and Sandra had my truck as a “garage guest” for over a month. When I drove off in my newly repaired truck, it was with a safe transmission that wasn’t slipping on every hill. I am *still* grateful to Sandra and Cliff for their generosity, and to everyone who fixed my transmission.

As everyone who ever knew (or even met) Cliff could see, Cliff Green embraced life with a grand spirit and a true happiness which was ever so pleasant that it could be contagious to everyone around him. He was a wonderful, kind friend and I’ll miss him very much.



Examining the '49 tranny



Green's Acres out in front



Tech group  
(photos courtesy of Gay Harrington)

## Memories of Cliff Green

By Jim Crawford

Way, way back in the early 1970s, we chartered the National Capital Region and shortly we had a few active members who lived in Northern Virginia. Cliff was one of them and he faithfully drove to the monthly NCRG meetings in the Maryland suburbs. The Virginia members soon organized and applied for the NVRG charter.

The two groups have always had many members of both. Cliff was always knowledgeable and helpful to all of us. I swapped parts and books with Cliff and I will miss my long-time V8 friend.

Happy heavenly motoring.



## Memories of Cliff Green

By Clift and Judi Hardin

Back in the early 1970's, I was a die-hard 1940 Ford Convertible man until I saw a black 1940 Ford Deluxe Woodie Wagon at one of the Winchester AACA shows. The owner of that Woodie was a man by the name of Cliff Green. As I looked at that Woodie, I thought to myself – "I would like to have a Woodie one day."

I did not officially meet Cliff until the Northern Virginia Regional V8 Club was formed in 1977 and we very quickly became friends. My hankering for '40 Ford Convertibles was over and Woodies had become my passion.

I purchased my first Woodie, a 1939 Ford Deluxe, in 1977 and Cliff was my "go to" person for advice and information on where I could get replacement door panels. Since Cliff and I needed engines for our Woodies, we both went to Richmond (separate trips) and purchased "39-40" engines from

from Parker Wright (a retired Cadillac mechanic) who loved restoring early Ford V8 engines!

Over the years, Cliff continued to provide advice on "everything Woodie" whenever I called him with questions. I now own a 1940 Ford Deluxe Woodie and Cliff built the distributors for me. He was my friend and advisor and he will surely be missed. Rest in Peace, my friend.



## Remembering Cliff Green

By Keith Randall

It was early in 1992 when I first met Cliff. I was a new hire with American Airlines after having retired from a 22-year military career. I was the 'third pilot' and Flight Engineer on a 727 aircraft that Cliff, the Captain, was flying. As was permitted, after climbing above 10,000 feet, conversation turned to backgrounds and interests since we had never met. We discovered that we both had an interest in antique clocks and before the flight was completed, Cliff had me all but signed up for the National Association of Watch and Clock Collectors! A hobby we both have shared for many years.

After that first meeting in 1992, we did not fly together again because we were assigned to fly different type aircraft. It would not be until the Father's Day Sully Plantation Car Show in 2009 when I again met Cliff and other V8'ers under the 'Big Tree' on the show field. I had on a ball cap with the American Airlines logo and Cliff spotted me right off. He insisted that I join the group and he introduced me to everyone there. Of course, the conversation turned to cars and I shared that I was interested in a pre-WWII Ford. Well, that's all it took. I was told I had to attend the next club meeting and become a member of the EFV8 Club! And I did.

Even though there are many others who have known Cliff longer than me, we always had a connection be it airplanes, clocks, cars or Blue Birds. He has loaned me tools, manuals and provided resources and guidance in the clock and old car hobby.

Cliff was a multi-talented man who was always ready to step up to help whoever may be in need. I am fortunate and proud to have been his friend. As we say in aviation: Now that Cliff is on his final flight, I wish him clear skies and tail winds.

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### In Tribute

By Chris Elenbaum

Cliff Green was an amazing member of our Early Ford V-8 Club and very tough loss for us. From the moment I joined the club a little over a year ago, Cliff was very welcoming and very eager to help me learn so much about these cars.

As both retired military members, we had our service and our strong interest in mechanical gadgets in common. These topics always made for easy conversation between us, even in all the ways that we share in the jargon of our professions and hobbies. He was gifted by the Lord in his capacity to love and care for others, gifted in his vocation, and a gift to us in his genuine love sharing information about, and helping us restore our cars.

Cliff was a man who knew things. He was like a professor emeritus for old Fords, and I am so grateful to have a distributor that Cliff set up for me using his original test set. I'd guess that it was one of the last ones that he worked on before passing his equipment so generously to its next caretaker. My flathead V-8 will always bear the mark of Cliff's fine work. But what I will miss most dearly is his friendship. May God's face shine upon you forever, Cliff Green.



Early Ford V-8 Distributor and Coil –  
One of Many Tested and Calibrated by Cliff Green  
(photo courtesy of Chris Elenbaum)

### Cliff Green, My Friend

By Rich Wilson

Most club members will not recognize my name because I only became a member when Cliff sponsored me three years ago, and I live in the San Francisco, CA, Bay Area. Unfortunately, it is unlikely that we will meet but I am thoroughly enjoying the friendship, knowledge gained from my few contacts with RG96 members, and reading the *Valve Clatter*.

I became a close friend with Cliff when I sent my flathead distributor to him to have the Dwell set correctly. As you are all aware Cliff was one of the most generous and giving friends I have met in my life. He set the Dwell for practically no cost and in fact, it cost twice as much to ship it UPS back and forth cross country. When it came time to pay, I added a small gratuity plus shipping which he tried not to accept. I told Cliff the cash was already deducted from my account so it was his to use as he saw fit; preferably a charity associated with RG96.

Instead, he gave me membership in RG96, Early Ford V8 Club and the Early Ford Foundation which I have since renewed on my own.

My flathead distributor was housed in my '40 Ford Woodie—original unrestored condition but well maintained by a fastidious gentleman like Cliff for over 50 years. When he learned this about my Woodie we exchanged pictures of our Woodies and began a close and continuous friendship through cell phones, emails, and many texts. From Cliff's picture it was obvious his woodie was much prettier than my mine; Yosemite Green vs Folkstone Grey. I am actively involved in the Santa Cruz Woodies Club, one of the most active regional Woodie clubs in the country.

After Cliff and Sandra sold their home, he noted in an email to RG96 Members that the Woodie was the "next" to go due to lack of parking space in their new home community. I immediately contacted Cliff and told him I wished to purchase "Green's Acres" and we made a deal. I think I have continued to drive "our" woodie where Cliff left off. I have kept Cliff informed on a monthly basis—sometimes more often-- of driving "Green's Acres" to numerous woodie shows in central California. December 27, I gave Cliff a heads-up that our club was invited to display 50 woodies, including "Green's Acres" (of over 150 possible entrants) at one of the car show venues in connection with Monterey Car

Week and the Pebble Beach Concours D'Elegance in August 2025. He replied a few days later that "from reports, Hershey was disappointing!"

I last exchanged texts on January 29 in which Cliff said he thought it was "great that I am keeping up with the east coast. Most of us are old farts!"

I will sincerely miss Cliff, my new, old friend and the fantastic bond in friendship we formed in just three years. I am incredibly envious of the many years and events that RG96 Club members were able to share with Cliff. Cliff was a special, one of a kind man and friend that I cannot replace, but I will travel down the road and go forward in his memory—"Green's Acres".



**March 2016 Board of Directors**  
(photo courtesy of Gay Harrington)

### **Tribute to Cliff Green**

*By Nick Arrington*

I met Cliff in 1978 when the Region 96 was being formed. My father, brother and I were three of the 15 original charter members who huddled up in Mike Gall's basement to form the club. I was just a couple years removed from college and was opening an Outdoor Power Dealership when Cliff visited me to purchase a riding mower, weed trimmer, and other items to tend to his lawn at his new home in Fairfax Station. I delivered the items to his home and was quickly impressed with the huge rear ground level loading garage which he had designed along with the builder to accommodate his cars and other projects. He was also an accomplished woodworker, and I remember had clocks scattered about. I saw his Woodie and met his wife, Sandra. I learned he had been a Naval Aviator and now was flying for American Airlines. He had it all going on—cool house, classic car, winning attitude and sweetie wife. I got busy raising a family and building up a business and wasn't as involved in the club as much as I would

like to be.

During all the subsequent years you could not help but notice Cliff moving through every position in the club with the energy of two or three guys.

He organized National Meets, was a National Judge, got Trophy sponsors for meets, wrote a service tips booklet and went everywhere in "Green Acres", his '40 Woodie. At one Christmas party at his home, he had the Woodie covered in Christmas lights and that sight became a cover photo for our national magazine. He was so well versed at so many things, but modest and never a braggart.

When I became Editor, I was fortunate enough to get a series of military stories from some members outlining their duties in the armed services and all were tremendous articles. When I was looking for more similar articles, I asked Cliff if he would chronicle some of his naval aviator history and he looked at me and said, "No, Nick, what I did was like *Top Gun* stuff and it would sound like I'm bragging."

He was very giving of his time and talents with service tips and seminars he held. He could rebuild distributors in his sleep snatching the counterweight springs out of one model and substituting them in earlier models for more pep in your cars step.

I remember when members arrived at Ken Burns' house to help install the motor in Woodie No. 2. The motor was on the hoist being angled into the engine bay and the clutch plates had been aligned with the pilot tool. Four of us were wiggling and shaking the motor to get it to slide up on the transmission shaft. Cliff was watching from the back of the garage and after about 20 minutes he said, "Hold up", and proceeded to get a floor jack and jacked up the rear end. He told us to wiggle and push the motor again while he spun the wheels a wee bit to move the transmission shaft, and "pop" — it slipped right on.

He sold calendars every year at Hershey, sat at the National Table and must have recruited at least 25 new members over the years. Cliff and Sandra were always involved with our Christmas Party from the beginning. We were very, very lucky to have a "Cliff Green" in our club. I honestly wonder sometimes what our club would look like without all of Cliff's hard work. He was a model for all of us to keep a club vibrant and moving forward. We're all going to miss him.

## Cliff Green

By Dave Gunnarson

When I bought my 1935 Ford truck in June 1999, I also joined the national Early Ford Club. Only a few days after that, I got a call from club member Cliff Green, who introduced himself. He was at my garage door later that very same day driving up in his 1940 Woodie. He said he was amazed that there was a new member just two miles from his house with a big truck. He brought with him a 1936 Ford Truck Dealers Showroom album -- a valuable piece of literature. As I was carefully looking at it, he said that I should keep it and return it to him when I was done looking at it. Then he paid my membership dues to the Northern Virginia Regional Group and because I was short of cash, he paid my Regional Club dues as well (which I repaid shortly after). What a friendly introduction to the tribe! But as I was to learn later, that was just Cliff being Cliff. He was the first Early Ford V-8 Club member I met, and he left quite an impression!

At one time, Cliff Green owned a mostly original 1936 Phaeton and a 1940 Woodie, which he restored over many years. When he wanted to show both cars at our Fairfax City car show, he called me and asked me to drive his Woodie while he drove the Phaeton. On the return trip, we switched cars. These were the first flathead Fords I had ever driven, and he thought nothing of entrusting his cars to me. What a thrill it was for me (with a bit of nervousness), to experience driving not just one, but two flathead Fords!

Cliff was a charter member of the Hershey camping crew, and we spent many nights under the stars at Hershey. His boundless enthusiasm and joy for flathead Fords transcended all obstacles. He was also a relentless promoter of the Club and recruited many members for our Regional Group and National Club. He will be sorely missed and remembered with great fondness and happy memories.



## About the Late Cliff Green

By Clem Clement

- 1) The first time I saw Cliff's 36 Fodor phaeton was in Bill Sutton's garage a block from my childhood home in Woodbury, NJ. The next time was in Cliff's garage. I loved it both times.
- 2) As I was involved in the Sully car show for several years, frequently, I would see Cliff early in the morning camping under the huge Maple tree along the entrance way. Cliff wanted members of the ev-8 club to have the best viewing spot in the show.
- 3) At a GWC small parts Day, I invited Cliff and Ken Burns to the event. Cliff bought his distributor tune-up machine, and its use stole the show.
- 4) At an EV-8 show, Cliff found a NOS rear spring set with the tin metal grease protector attached. Cliff was tickled pink and stated that this was the last piece for his Woodie he needed.
- 5) When Sandy and I received word that my restored 1940 Mercury convertible sedan would be delivered shortly, Cliff and Sandra rushed to our home to see the Merc rollout of its trailer. Tears were shed all around as I had not seen the car since I had to sell the same car in 1956.
- 6) Cliff was many things to us:
  - Helper as he worked/studied hard on my '39 Ford truck.
  - Fab was his support of everything eV-8.
  - Leader of many of our club events
  - Chief cheerleader of member's projects
  - Model train guy extraordinaire
  - Friend to all.
  - Navy and then commercial pilot



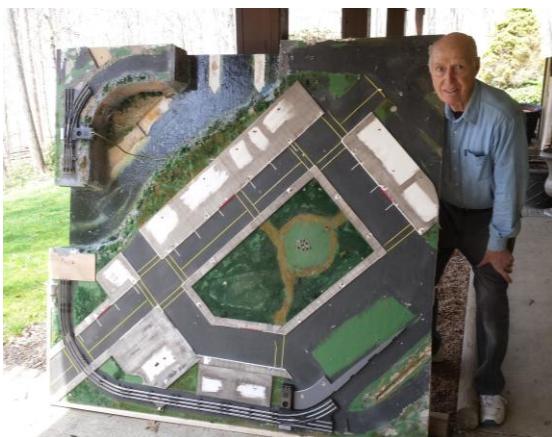


## Tribute to Cliff Green

By Joe Freund

My meeting Cliff Green was by complete happenstance. Somehow, I had seen a flyer for a car show in the City of Fairfax for a Saturday in May of 2000. Having recently acquired my 48' Ford Tudor, I decided to drive the car to my first car show. No pre-registration – I just drove to the event. Soon after paying and parking, I was filling out the windshield placard when a tall gentleman with a straw hat approached my car. I observed that he was closely inspecting my car's engine compartment, interior, and exterior with a complete walk around. Shortly after that, he introduced himself as Cliff Green and asked if I was a member of the Early Ford V8 Club of America. After further conversation, I learned more about the national club and the local chapter in Northern Virginia which he encouraged me to join. That fortuitous day was the beginning of my friendship with Cliff.

Several years later, I had the opportunity to see Cliff's amazing Lionel train set up in his basement. He indicated that he had enjoyed building it over several years and that it was time to sell it. Well, there was no way I was going to mess up this opportunity and after some discussion on price, I purchased it. Over several weekends, Cliff and I carefully wrapped up the many railcars and accessories and disassembled the boards for transport to my home. Most items fit into the back of my pick-up truck, but because I had a truck cap, I was unable to carry one huge piece of track board. After some consideration, Cliff suggested we could cut it in half, but we were afraid it would ruin it.



(Photo courtesy of Joe Freund)

So, he then thought we should put it on the top of his Ford Ranger pickup truck bed for the trip to my house. Once we had mounted it, it stuck out about two feet on each side. Cliff commented that it looked like a truck with an airplane wing. With a big smile he said, "Well you know, I am a pilot and still have my license."



(Photo courtesy of Joe Freund)

Cliff was an all-around great person. He was the salt of the Earth. I never saw him lose his cool and with his many hobbies and interests, he was truly a Renaissance man. He was also wonderful about making plans to get together with people.

Sara and I will certainly miss Cliff and will always hold very vivid memories of the good times we had together.

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### In Memory of Cliff Green

By Hank and Cindy DuBois

Cliff was a very special person in so many ways: he was the face of the NVRG to a great many people in and outside of the Club; his enthusiasm and "can do" spirit inspired all who came into contact with him; he was a caring and giving person and he willingly assisted many with their vintage car projects; he loved our Club and worked tirelessly on the Board of Directors, as a long-time Editor of our award winning *Valve Clatter*, on National/Regional Meets and local shows, recruiting new members, etc.

Cindy and I have so many wonderful memories of Cliff and it's hard to pick out only a few to present here, but here goes:

- **The 2007 Eastern National Meet.** It was a real privilege to work with Cliff for over a year and a half heading up the Club's massive effort in hosting this outstanding Meet. Cliff's enthusiasm, "how to"

knowledge, and “can do” spirit was amazing, and I found myself sometimes asking Cliff to slow down just a bit. Cindy used to say that we made a good team, since Cliff was the “accelerator” and I was the “brakes”!

- **NVRG Calendar.** A few years back, when Cliff needed one more car to complete the calendar, he called me and asked if I could get our '39 Woodie ready for a photo within an hour or so. I said I could, and Cliff arrived shortly with camera in hand. We positioned the car in front of our garage, and Cliff climbed onto a step ladder and took a great photo. A few days later, he stopped by and presented us with a 16" X 20" framed copy of the photo which we treasure. Classic Cliff!

- **When it “rained” cash at Hershey.** Years ago, at the requisite Hershey Penn Hotel dinner, after a large group of Club members and friends had finished eating and Hank Amster was collecting money from everyone to pay the bill, something pretty bizarre happened. In a fit of pique, Hank suddenly tossed the accumulated cash into the air, and it “rained” down onto the floor, table, and chairs! I winced because I had given Hank a \$50.00 bill and expected a substantial amount of change in return, but now that just might not happen! But then, without skipping a beat, Cliff sprang into action, gathered up all the far-flung cash, paid the bill, and returned the expected amount of change to each person! Yup, Cliff handled it!

- **Referrals by Cliff.** I got a call many years ago from a fellow who said he got my name and number from Cliff. Recruited by Cliff, he had just joined the Club, had recently acquired a '35 Ford, and was assured by Cliff that I was the guy to talk to about '35's. He had lots and lots of questions and we talked for close to an hour. After hanging up, Cindy asked me who called and I remember telling her that I didn't know the guy, but he had a '35 and Cliff told him to call me! Turns out that I had been talking to new member Dave Gunnarson, and we've been talking about '35's ever since! I'm sure many members have had similar referrals by our own ambassador, Cliff Green!

- **Tech assistance.** Many members received tech assistance from Cliff or participated in Club tech projects/programs with Cliff.

Here are a couple of examples I was involved in:

- Repairing/rebuilding the transmission and clutch linkage in “Budster”, Gay Harrington's '49 Pickup. “Can do” Cliff tucked “Budster” into his basement garage/workshop and assembled a small group of Club members to handle the job. Cliff asked me to help with the transmission part and I really enjoyed working with him and the team on this project. While “Budster” was in his workshop, Cliff also noticed that the seat upholstery needed some attention, so he recruited Ken Burns to take care of it. Classic Cliff again!

- Installing a Columbia in Cliff's Woodie. Cliff knew of my interest in Columbia axles and invited me to help him, along with Bill Selley, with the installation. It was a great experience and really helped to increase my technical knowledge about this relatively complex accessory. Thank you, Cliff!

- Columbia Tech Session. A number of years ago, the Club held a winter tech session/workshop on the Columbia axle in Ken Burns' garage. Cliff did a detailed presentation on the Columbia axle through the years from 1934-48 with some great photos showing the differences from year to year. After Cliff's presentation, there was a hands-on session in which Mel Herwald assembled the Columbia for his '39 Ford with assistance from Club members. I believe that this was probably the best garage tech event that the Club has held in the 38 years that I've been a member, and Cliff was the driving force behind it!

- Distributor Rebuilds. For several years before moving to Ashby Ponds, Cliff rebuilt V8 distributors and specialized in upgrading the advance curve of '37-'40 distributors by incorporating internal parts of '41-'48 units within them. Cliff advertised in the V8 Times and made this service available to V8ers throughout the country. I had a '39 distributor upgraded by Cliff and also had a '42 crab unit serviced/timed by him. Another great example of Cliff's technical know-how!

God bless you, Cliff Green, and may you rest in peace, my dear friend. We will miss you.

**A Vintage A-V Build—Vol. 2: A Few New Bones***By Chris Elenbaum (Col., Ret., USAF)*

Salutations, flathead V-8 motorheads! In this second installment of the Vintage AV-8 build chronicles I have some good news and some progress on finding and building new bones for the '31 Model A V-8 project.

As you might remember from last month, I found myself in need of a new crankshaft for my model 91A flathead after discovering that the thrust bearing surface was worn down beyond any hope of repair. I was quite pleased when Nick Arrington sent me the name of a friend, Jim Graves, who came to my rescue. Jim is the owner of Graves Auto Service in the historic section of Fredericksburg. Although he advertises "General Repair", his specialty is in cars without computers. Yes, I think we all have an affinity for those kinds of cars. When I spoke to Jim on the phone, he mentioned a few of the parts that he could help me out and I opted to do the drive at the mention of several crankshafts to choose from.

When I arrived at his shop, he was quite busy with a couple of flathead projects and a small block chevy motor rebuild but we quickly got busy looking at parts and telling stories. As I gazed around his shop, I can't ever recall a working shop that was more well organized and carefully curated with all the things that a man enjoys so much about classic cars and fixing them.

Jim set a crankshaft out on the steel topped workbench for me to look at and after putting my digital calipers on it to verify its dimensions, I was overjoyed to be the new owner of an original 4" stroke Mercury crankshaft that fits the main journals of my 91A block. With this new to me crankshaft, and boring my block out to 3-3/16, I'll end up with a 255 cubic inch displacement which is a nice size for a lightweight Model A. After talking more about my project, Jim offered a few more parts. He had an F1 truck steering box still attached to the column, including a mounting bracket for an AV-8 – I swiped that up in 2 seconds! He also offered me a set of Bendix juice brakes which I didn't need, but then he convinced me to look them over and gave me a price I couldn't refuse.

Now I can cherry pick the best components for a complete set of front brakes. After concluding business because my wallet was nearly empty, we told more stories about cars and airplanes. I can definitely tell you that if you need some work done on your Early Ford V-8, Jim Graves is the man who can help you out!

Now in other project news, I borrowed a '32 K-member from John Ryan—that's the center cross member that serves as the rear transmission mount, torque tube mount, and brake system mount. Along with the original drawings from Benson Ford Research Center, I was able to design a modified cross member that can be made from simple metal shop tooling rather than a huge stamping die. The cross member will be made from five main pieces—three for the main section and two for the two legs of the "K" that extend forward and connect to the frame. I started by laying out the design directly on my sheets of steel, making modifications as needed to delete several unneeded details, and moving and modifying others to meet my specific plans for mounting and routing other hardware. Progress is slow but very encouraging.

Finally, I also began to assemble my side-mount bracket for my engine stand. I had planned to TIG weld the parts together at the Nova Labs maker space until I discovered that their welder was out of service, a common problem where tools are so widely shared in a community. So, instead I went ahead and flux core MIG welded it at home because I didn't have a tank of gas on hand. Since I haven't welded anything in about 30 years, and flux core is a new process for me, it turned out UGLY! My father said it looked like I tried to stick it together with wads of chewed bubble gum. Gee whiz, thanks for the vote of confidence Dad. Now I've decided that I need to get the TIG welder fixed or buy a new torch and a gas bottle for my own. With March approaching, let's hope the weather warms up so we can polish up the chrome bumpers and get the flatheads tuned up for spring. And start hiding your dollar bills, gang, 'cause flea market season is upon us!

*(See photos on next page)*



1932 Ford K-Member and a reengineered center section



4" Mercury crankshaft on the right, sitting next to an 8BA crankshaft



**March 2025 NVRG Membership Meeting  
The Glenn Curtiss Museum**

Our March membership meeting program features Nick Arrington who will talk about his visit(s) to the Glenn H. Curtiss Museum in Hammondsport, New York. Nick will talk about how Mr. Curtis was involved with the Wright Brothers, aviation, motorcycles, Henry Ford, automobiles, and so much more. It's going to be a fascinating look into a person and his accomplishments which aren't well known.

Meeting Information

**Date:** Tuesday, March 11, 2025

**Time:** Doors open at 7:00 PM, meeting starts at 7:30 PM

**Location:** Green Acres Community Center in downtown Fairfax

**56th Anniversary**

**55th ANNUAL AACA SUGARLOAF MOUNTAIN REGION  
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**COLLECTOR AUTO - TRUCK - MOTORCYCLE**

**MARCH 21-22, 2025**

**Two Days - Friday & Saturday - Doors Open at 8:00 am**

**Friday, March 21, 2025 - 8:00 am to 4:00 pm**

**Saturday, March 22, 2025 - 8:00 am to 2:00 pm**

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For details, contact Jack Gallagher at 301-674-5431 or smraaca@aol.com

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**Challenges Encountered When Restoring a Ford 3-Brush Generator**

*By Steve Blancard*

This is a good example of the challenges encountered when restoring a 1930s Ford generator. From 1932 to 1937 Ford used an 8-part double row tapered roller bearing system at the pulley end of the generator. This was required to handle both the radial load from the belt and thrust from the fan. The Achille's heel of this system was the pot metal screw in bearing retainer they used. Over 80+ years the pot metal deteriorates. It crumbles and, in many cases, fuses itself to the threads.

I was recently working on a 1932 V8 generator. This is a very hard to come by, one year only generator that uses a post mount, rather than the more common fork mount. This one had a badly deteriorated and fused bearing retainer. Due to the rarity of these post mounts, I spent the better part of two hours chiseling out the fused retainer enough to press out the bearing assembly. Tedious & nerve-racking! Finally, after removing about 95% of the retainer and the bearing parts, it was set up in a press and the threads cleaned up with the special tap. Whew—what a job!

After all the other parts are restored, it will be reassembled with a new double row, angular contact sealed bearing with custom machined spacers and machined steel bearing retainer. No more pot metal! Here are a few photos of the fun, and another '32 generator I recently finished.



**Cleaning up the bearing retainer threads**



**Threads cleaned nicely**



**Old and new bearing systems**



**Chiseling out the bearing retainer**



**Restored '32**



**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](mailto:nta1153@verizon.net). To be included in the upcoming issue, ads need to be submitted by the 18<sup>th</sup> 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



**1949 Mercury 2DR**, V8 OD, 2-2S aluminum heads, dual exhaust and headers, 12 volt. Call **John French**, 410-266-6964.



**1935 Ford 2 DR Flatback**. Cordova gray, Dearborn winner, older restoration, heated garage-kept. \$13,500. Call John French, 410-266-6964.



**1936 Ford 5 Window Coupe for Sale**

- Museum quality
- Third owner
- Asking \$40,000 or best offer

Call Bob Miller at 847-651-7207 or by email at [roberthmiller2@comcast.net](mailto:roberthmiller2@comcast.net) for more info.



**1950 Ford 2dr stock body** restored with skirts, white and red interior, paint colonial white, engine has 2 Stromberg 97's, offy heads, reds\_headers and dual exhaust, 12-volt solid state ignition, alternator. Extra gauges for water temp and amps plus Tach Radial tires, runs cool. Call or text **Bob Belsley**, 571-437-8401; bsbelsley@aol.com. \$21,000. (6/24)



**1929 Ford roadster** steel body by Brookville. New condition, never installed. \$6500.00. **Mark Luposello**, 703-399-0999. Please leave message.



**1954 Ford Crestline Skyliner**, a 2-door hardtop body with an integrated acrylic glass panel over the front seating area. This Skyliner was only produced in 1954 and just over 13,000 were sold. It has very nice paint and chrome. Has a dealer showroom, see-through, panel in the hood to show off the new for 1954 239ci Y-block overhead valve V8, (1 of 177 known to exist), and fabulous chrome throughout. Also comes with a solid hood and full 1954 wheel covers (driver condition). Two tone exterior, white and Killarney Green, and a perfectly restored 239ci Y-block, V8 under the see-through hood which is an excellent complement to the acrylic roof. On consignment, at the Classic Auto Mall in Morgantown, PA <https://www.classicautomall.com/vehicles/5558/1954-ford-crestline-skyliner>. Questions, contact **Rusty Rentsch** at 703-209-4359.





**Seeking skilled mechanic** to help owner repair and maintain various antique foreign and domestic vehicles from 1941 to 1972. All vehicles garaged in climate controlled environment. Work 4 to 6 hours per month after initial assessment. Hourly rate based on mechanical experience and capability. Contact **Joe** at 703-627-1533 or by email: [joefreund@verizon.net](mailto:joefreund@verizon.net)



## **PARTS & ACCESSORIES FOR SALE**

'35 & '36 Gauges, locks, Champion Plugs, handles, fenders, bumpers, engine parts, wheels, radio, headlights, 5W Coupe doors, touring trunk lid, radiator, gas tank, WS frame, tools, V8 Times back issues. Gauges & locks for many years. '41 NOS F Fenders (top), pair \$350. '38 NOS RF Fender, Standard \$350. '38 Radiator (nice, no leaks) \$150, **Jim Crawford**, 301-752-0955. (05/24)



**Books and Judging Manuals.** Ford Parts & Accessories "Green" Book; older version 1932 Ford Judging & Restoration Guide; 1940 Ford Restoration Book; 1949-51 Ford Restoration Book. Make an offer. Call **Bill Selley**, 571-239-7570. (01/24)



**'32-'34 Inside Door Handles and Window Crank Handles:** Inside door handles and window crank handles (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 new, unused, excellent Drake reproductions in original packaging. **John Ryan** at [john@ryanweb.com](mailto:john@ryanweb.com) or 240-271-4097. (08/23)



**'32 Headlamp Reflectors:** Both Standard (2 bulbs) and Deluxe (1 bulb) versions available. These are new Drake reproduction original-type reflectors in original sealed packages and not currently available from the major commercial vendors. **John Ryan** at [john@ryanweb.com](mailto:john@ryanweb.com) or 240-271-4097. (08/23)



**1941 Ford Coupe dashboard** -mostly complete Nice condition, original faux wood paint, very faded. 1923-25 Ford turtle deck with key. Solid, very good condition. Call or text **Mark Luposello**, 703-399-0999. Please leave message (12/24)



**Pair of rechromed 1950 parking light housings.** Like new. Asking \$485 for the pair. Contact **Bob Belsley** 571-437-8401 or [bsbelsley@aol.com](mailto:bsbelsley@aol.com). (11/24)







# NVRG 2025 Events Calendar



March	
11	<b>Membership Meeting—7:30 PM.</b> Location: Green Acres Center. Program: Glenn L. Curtiss Museum. Presenter: Nick Arrington
12	<b>Caffeine Double Clutch Breakfast</b> —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at <a href="mailto:wjchad@gmail.com">wjchad@gmail.com</a> .
18	<b>VC Submission Deadline</b> —For articles/photos/want/sell calendar to content coordinators.
21-22	<b>55<sup>th</sup> Annual AACA Sugarloaf Mountain Region Indoor/Outdoor Parts Meet</b>
28	<b>NVRG Board of Directors Meeting</b> —7:30 PM via Zoom. All are welcome to attend.
April	
8	<b>Membership Meeting—7:30 PM.</b> Location: Green Acres Center. Program: Restoration Updates. Presenters: Dave Gunnarson, Hank DuBois, John Ryan, Rick Lukens
9	<b>Caffeine Double Clutch Breakfast</b> —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at <a href="mailto:wjchad@gmail.com">wjchad@gmail.com</a>
18	<b>VC Submission Deadline</b> -- For articles/photos/want/sell calendar to content coordinators.
29	<b>NVRG Board of Directors Meeting</b> —7:30 PM via Zoom. All are welcome to attend.
May	
13	<b>Membership Meeting—7:30 PM.</b> Location: Green Acres Center. Program: Auto Appraisal Process. Presenter: Rusty Rentsch
14	<b>Caffeine Double Clutch Breakfast</b> —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at <a href="mailto:wjchad@gmail.com">wjchad@gmail.com</a> .
18	<b>VC Submission Deadline</b> —For articles/photos/want/sell calendar to content coordinators.
27	<b>NVRG Board of Directors Meeting</b> —7:30 PM via Zoom. All are welcome to attend.

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