



[www.nvrg.org](http://www.nvrg.org)

# Valve Clatter

*Early Ford V-8 Club of America*



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

Volume XLVI, No. 12, December 2024

Editors: Nick Arrington & Sara Karnish

## November Meeting: Review of Hershey AACA Car Show

*By Dave Gunnarson*

There was a good turnout at Green Springs community center in Fairfax on November 12 for the NVRG membership meeting featuring a review of the recently concluded AACA meet in Hershey, PA. The program featured images and stories from five members this year.

It started with a short review of the camping experience and then images from the flea market, events and the Friday car show.



2024 Campers: (L to R) Bill Selley, Mike Gaul, Terry Thomann, Rusty Rentsch, Dave Gunnarson, Bruce Metcalf (absent: Steve Blancard)



Steve Blancard (in the overalls) set up in the Chocolate Field selling his rebuilt generators and cutouts and did a good business and managed to bring home 30 more for rebuilding

*(cont'd on p. 3)*

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# *Up Front with the President*

## *December 2024*



### President's Message—December 2024

I thank all members of the board of directors and the committee chairs for delivering a very successful NVRG year – not only those great activities, monthly programs and newsletters we all know so well, but also the administrative work behind the scenes (e.g., membership, website, sunshine, financial, etc.) that makes NVRG run smoothly all year long. Special thanks to Rusty Rentsch for stepping up to be our new webmaster.

Our annual holiday party is fast approaching! This is a very special event where we meet to reminisce over the past year and socialize with our friends in the V8 community. There's still time to reserve a spot for this Saturday December 7<sup>th</sup> event. However, given the short timing, please contact Joe Freund by phone (703-627-1533) or email (joefreund@verizon.net) to nail down a spot. Refer to the notice in this issue for details.

It's now **\$25 for '25** time! Membership renewals for 2025 are due! Dues are \$25 per year. For those wishing to receive a mailed paper copy of the *Valve Clatter*, an additional \$20 is due to offset the cost of printing and mailing. Consider sending in your dues now before the hustle and bustle of the holiday period take hold. Also consider renewing for multiple years at a time, as several members already do. Our membership chair Gay Harrington keeps track and notifies multi-year subscribers of their status each year.

There is no second-Tuesday membership meeting in December. Instead, we gather for the Holiday Party. I look forward to seeing you there!

Best wishes for a joyous holiday season and healthy and happy V8 new year,

*John*

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 – Joe Freund (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 – Rusty Rentsch (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>

(cont'd from p. 1)



Here's something you don't ever see: a 1925 Diana Cabriolet Roadster built by the Diana Motor Company. It's one of only 19 known survivors from the 1925-1928 life of the company



The Diana's radiator cap and grille shell emblem



If you need tools for your car, the vendor in the North Chocolate Field probably has them



This 1941 was priced at \$15,500





The trend of having fewer vendors and fewer attendees continues, but there was still lots to see and deals to be made



This 1912 Jitney Bus sold for \$231,000! It's about 9 feet tall and those rubber tire solid wheels might not provide the softest ride



An immaculately restored 1931 Ford Model AA Passenger Bus, Model 330B, with body by Union City Bus Company was on display while waiting to head to the Gilmore Auto Museum for carrying attendees around the grounds



The RM-Sothebys Auction at Hotel Hershey featured a large number of Ford woodies. Most sold in the \$35,000 range. See the sales results at: <https://rmsothebys.com/auctions/hf24/lots/>



Ratrod fun



The dinner tradition continues at the Penn Hotel and Sports Bar



An unusual plate spotted by Bill Simons



Hershey isn't the same as it was 30 years ago, or 20 years ago, or 10 years ago, but I suppose neither am I. It's still fun no matter the size, and treasures can be found, friends reconnected, and wonderful things to see.

If you weren't able to attend this year, hope to see you there next year.



## OUT AND ABOUT

### Another Wonderful Fall Tour

By Bill Simons

Some of you "old timers" might remember that back in the early 1980's when the club's fall tour was first organized it was called the Lebkicker Tour, named after founding member Dick Lebkicker who organized the first tours. When Dick passed away, Don Lombard took over the reins, and when Don passed away it was named the Don Lombard Memorial Tour. As the current organizers are still living, (thankfully), it is back to being The Fall tour.

This year we had seven happy couples sign up for the three-day outing: Susan and Keith Randall driving their 1938 Ford Fordor, Shuyan and Milford Sprecher driving their 1951 Ford convertible, Liz and Bill Simons driving their 1934 Ford Tudor, and Dave and Sarah Gunnarson, Susan and David Skiles, Loretta and Bruce Metcalf and Sara and Joe Freund, all driving modern. (The Skiles drove their 1934 Cabriolet but when they reached the Huntsman shopping center meeting point, they discovered they had no lights, so it was stored at the Randalls' and the Skiles rode with the Friends.)

**October 29:** A warm sunny day in the mid-70s.

Four couples left from the Huntsman shopping center while the Metcalfs, Simons and Sprechers joined the group at our first stop: Captain John's Crab House in Cobb Island, Maryland, for lunch.





The inn, one block from the beach and very near a beer brewery, we were able to park our vehicles for the rest of the day, relax and enjoy a cold beverage before walking to dinner at the High Tides Restaurant.

**October 30:** Another warm, sunny day in the mid 70's.



After a great lunch we crossed the brand new, 4-lane, Harry Nice 301 bridge and made our way down the Northern Neck to Pope's Creek and the George Washington Birthplace National Monument. The property encompasses 551 acres where seven generations of the Washington family lived and where George was born in 1732. Although the house where he was born burned down in 1779, the site has been excavated and preserved with crushed oyster shells to outline the original foundation.

While there, I learned something very interesting to me personally. In 1923, a direct descendant of George Washington named Josephine Rust founded the George Washington Birthplace Association that restored the site before turning it over to the National Park service in 1932. Josephine Rust was the wife of Mr. H.L. Rust who founded my very own Rust Insurance Agency in 1889.

After a good night's sleep, some of the group drove and some walked about ½ mile to Lenny's Restaurant for a mid-morning breakfast before getting back in our cars for the drive south again to historic Stratford Hall. This was the property of the Lee family dating back to the 1730's. It is a beautifully manicured estate with open fields of grazing cattle and horses and the centerpiece, Stratford Hall, one of the great houses of American history.



Later that afternoon we drove back to Colonial Beach Virginia where we checked in to the Riverview Inn. The inn was built in 1948 and refurbished in 2017 but still maintains its 1950's style and charm.



**Stratford Hall**

We arrived about noon and as we had a late breakfast, the lunch run to a Subway shop was cancelled by unanimous consent. We spent the afternoon touring the grounds including the Great House, circa 1738, where there were guides on each floor to give brief background talks and answer our questions. In the late afternoon some of us drove down to the Potomac River overlook and then walked down to the water's edge. I had forgotten how wide the river gets as it flows into Chesapeake Bay. Sadly, no sharks' teeth were found on the beach that day.

We all had room reservations on the estate at the Cheek Guest House which had at least 11-12 bedrooms, each with a private bath and a king bed. In the center was a large great room with an adjoining kitchen and a wraparound deck set among the treetops. Speaking for myself, the accommodations far exceeded my expectations.



Milford Sprecher, Loretta Metcalf, Dave and Sarah Gunnarson relax on the deck

As some of us were surviving on snacks since breakfast the group decided to have an early dinner at Angelo's Restaurant in Montrose. Great food and service, and the chef served a complimentary dish of cooked oysters with a cheese topping for everyone.

After driving back to our guest quarters, we gathered in the great room to watch the World Series game, but it was not to be. We were able to tune in the game but a constant request for payment kept blocking the screen making the game unwatchable.

**October 31:** Yet another warm and sunny day.

We made our own breakfast from the food supplied in the common kitchen before loading our cars for the trip back north to Colonial beach. There we met Leo Cummings, who arranged a private tour of his friend Jim Sill's amazing collection of 1954 Fords. (See adjacent article.)

Later that morning we said goodbye to Leo and Jim, driving back across the 301 Bridge to LaPlata, MD, where we had reservations at the Texas Ribs and BBQ Restaurant. Great food if you are ever down that way!

Following lunch everyone made their way back home apparently without incident.

Many thanks to Sarah and Dave Gunnarson for setting the itinerary and making the necessary reservations for this great tour! I'll take credit for the perfect weather!

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### 1954 Ford Museum Tour

*By Dave Gunnarson*

When planning the Fall Tour this year which passed through Colonial Beach, Virginia, Leo Cummings suggested that we visit a private collection of 1954 Fords owned by Jim Sill, a business owner located in Northern Virginia. Jim kindly offered to drive down and open the museum for us. Not knowing what to expect, we arrived at the appointed address with Jim waiting for us outside the museum.



His very neatly maintained building is in a residential area, and unless you know it's there, it would be impossible to find.

Inside, it was like stepping back 70 years to 1954. Jim had on display a beautifully restored version of all 15 car models Ford offered that year. Jim told us that his collection all started when he bought and restored a 1954 Ford that he liked so much, he decided to find examples of all 15 models.





Jim's 1954 Ford that started his collection

Not only did he reach that goal, he amassed an amazing collection of accessories and ephemera. Most notable are original full-size billboard advertising signs which he has displayed on the walls.



The billboard signs provide a wonderful backdrop to the rows of shining cars. Not only does Jim have beautifully restored cars, he has a "parts department" of parts, cars, and cars waiting for a future restorer.



Joe Freund and Dave Skiles look over the rows and rows of 1954 Fords in the back lot

A quick count of vehicles totaled 52 cars, one pickup and one truck for a total of 54 1954 Fords. Now that's a COLLECTOR!





Shuyan Sprecher considers a test ride in a 1954 "golf cart" cut down from spare parts

**EXTRA! KOM-PAK STEALS THE SHOW**  
 "TRULY A SPORTSMAN'S DREAM COME TRUE"

KOM-PAK's sleek modern design makes it look far better than the 1954 Ford. It is 8 in. over-all length and 6 ft. 10 in. over-all width. Ground clearance is 9 in. high. The 23 in. clearance enables travel over rougher terrain.

KOM-PAK's fiberglass construction keeps the weight down to approximately 1,200 lbs. (dark base and vinyl roof). Fits in 32 feet long, 5 1/2 in. deep, 23 in. wide (standard height 120 lbs. Recommended P.W. is 3 to 10).

**DESIGN**— KOM-PAK features a trailer in body of reinforced fiberglass for rugged strength, light-weight, and ease of setup and repair.

**COLOR**— KOM-PAK is available in several modern color schemes. KOM-PAK may be ordered in white over tan or white or white over tan, or other colors as well. Additional cost.

**WHEELS**— KOM-PAK is equipped with 6.75x12 tires. Also take note of Ford, General Motors, or Chrysler products. Models of trailer are interchangeable with those of car. Large size of light axle.

**EQUIPMENT**— Standard equipment includes combination tail light, amp light, and sun indicator which mounted on each fender section. Interior ventilated ventilation grille, interior fender, interior panel for roof when back is in use. Built-in seat table, release with individual lock arrangement, 2 1/2 in. x 6 in. refrigerator, and 4 gallon water tank. (Inversion not off for use over land.)

PRICE \$1,175 F.O.B. MEDFORD, ORE.

**COMPLETE UNIVERSAL SPORTSMAN'S TRAILER - EQUIPPED WITH BOAT - ALL FIBERGLAS CONSTRUCTION**

KOM-PAK	San Francisco	Oakland	Richmond	East Oakland
DEALERS:	Ocean Ave. Boat & Trailer Mart 1505 Ocean Ave.	R. H. Huber KOM-PAK Sales 3799 Broadway	Deberry Truck Rental Co. Corner Macdonald & San Pablo	Vern Gardner's Unit E. 1414 St.

ORDER NOW!

Perhaps little known, the Kom-Pack Universal Sportsman's Trailer modeled after the 1954 Ford was available to tow behind your matching brand new 1954 Ford. It featured a tailgate kitchen, roof-mounted boat and interior sleeping cabin accessible by a front right door. They were made in Medford, Oregon, but how many exist today is unknown. Jim has one!

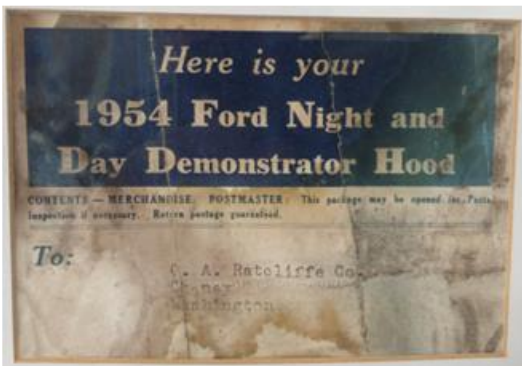


Dave Skiles checks out the Kom Pack trailer attached to a 1954 Station Wagon

Another unusual item on display in Jim's museum is a "see-through" hood. This was available to Ford dealers and was shipped in primer with masking on the window. The dealer was responsible for painting the matching color to the demonstrator display car. Ford encouraged this to allow customers to see the new "L" head engine which replaced the flat-head for the first time in over 20 years. It even includes lighting to allow viewing at night! Jim was able to find a NOS unit still in its original packing crate and saved the box labels and instructions.



Here's a bit from the instructions: "The Ford Day and Night Demonstrator Hood can easily be your best salesman. Wherever possible a car should be placed in a hotel lobby, department store, etc., where there is a great amount of traffic. Place the Demonstrator Hood on both the Eight and Six. We have the most modern engines in the industry. Let these deluxe Demonstrator Hoods help you sell our engine story to the public."



A black convertible displayed two very rare accessories. The first is a transparent window in the convertible top over the front seat. This provided a "sunroof" for the convertible! This car also had a rain sensor mounted on the top of the left front fender. In case the top was down and the owner was inside shopping and it began to rain, the sensor would activate the top to go up and over the interior of the car so the seats would stay dry until the owner returned and latched the top securely before driving off.



**This black 1954 convertible sports the rare sunroof and rain sensor accessories**

Everyone was a bit overwhelmed by the collection's size, scope and level of detail. It was only matched by Jim's grace and openness to allow us access to his private collection. Thank you, Jim! It's an experience none of us will ever forget. Thanks also to Leo Cumming for making the connection with Jim which made this amazing visit possible.



**Jim Sill**



## A Research Field Trip—Vol. 4: Going Back in Time in a Vintage AV-8

By Chris Elenbaum (Col, Ret., USAF)

As you might recall, last month I went to visit with Dave Henderson to see his 1931 Model A as a possible option for my AV-8 project. An AV-8 of course is a Model A Ford with a V-8 engine in it, usually a nice Ford flathead. My main stipulation on this decision was that I already had too much stuff, and I needed to downsize a little bit first. The 2-car garage was just busting at the seams, and worst of all I had a very nice '95 Corvette sitting out in the elements. So, I settled myself on selling the Corvette through Hagerty Auction online, which is a great story for a future article. As is the follow up on Dave's Model A. As all of this was in process, I decided to go visit long time club member Nick Arrington, who presented me with the chance to see a wonderful vintage AV-8 of his own.

Now Nick had been telling me about this car for a couple months when he found out about my desire to build an AV-8. As I got to know him more and watched him present at club meetings about topics like the catastrophic and offensive innards of Chinese remanufactured Ford flathead V-8 starter motors, I knew that Nick was a motor head after my own heart. I jumped in my car on a Friday morning and headed out past the battlefield with the address in my GPS. Now I think it has been about 30 years since I last had to call someone for actual directions to a place. Nick had to give me continuous guidance to his location! "You went the wrong way . . . you passed it up . . . didn't you see the concrete pig . . . no not that house . . . I'll just walk out there and find you." What can I say, I piloted planes and sail boats. I'm much happier with a compass.

As I finally found my way to the driveway and crossed the threshold of the garage, I was immediately struck by the black Model A fendered roadster with an overstuffed engine compartment. But this is not a highly finished hot rod with shiny gleaming paint and mirrors underneath to show how you could eat off the frame if you felt so inclined. Rather this is a beautiful vintage machine with all the right kinds of wear and patina. It is a Model A hot rod reminiscent of the 1950's with an 8BA flathead, a Naugahyde super springy seat, a 30's modified dash panel and 40's (maybe?) steering wheel. It's absolutely like going back in time!

The exterior has been touched up here and there and most notably the cowl area painted with a hot dog paint roller for that slightly wavy patina that suits one's gleaming eye for nostalgia.

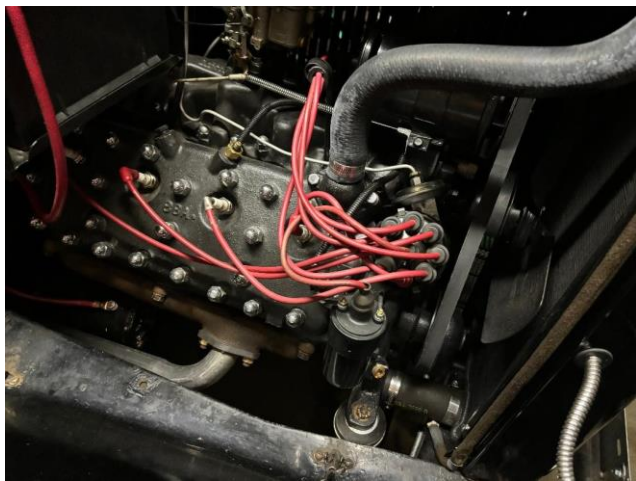
The approach this car demonstrates for stuffing in the flathead eight was not uncommon for the hot rodders of the 40's and 50's. The builder cut the entire frame somewhere around the front edge of the cowl and then welded on the whole front frame section off a '32 Ford. Some additional reinforcement is also required of course. This approach sets the position of motor mounts and the grill shell in just the right spot while also positioning the spring and axle mounting and leaving ample space for tube-style shocks and mounts. The center frame section is strengthened with the commonly welded or bolted-in '32 Ford K-member, which positions a set of pedals and the master cylinder for the juice brakes of our more modern V-8 Fords and provides the mounting point for the front wishbone apex. The transmission is out of a '36 Ford and drives a tall gear ratio in an original Model A banjo rear end. The flathead V-8 has ample torque for this set up and makes for some nice cruising at lower RPMs. At the back end, Nick has a '32 style gas tank tucked underneath and a nicely welded in dual exhaust system which might be the most modern feature on the car.

This car didn't become what it is overnight. I was completely impressed by the apparent decades of distinguishable but still period modifications so tastefully done to preserve the nostalgia of early hot rodding. From these research trips, I've decided that nostalgia is very important to me, and my own car will attempt to capture vintage hot rodding of the mid to late 1940s.

Our club is incredible in how our members work to help each other with projects like these, so I know that I'll have plenty of help along the way, including technical advice, encouragement, and just the right parts hiding in garages all over northern Virginia. Next time you see Nick, encourage him to bring this masterpiece of a machine to a meeting once the weather warms up again. Keep your V-8's cranking gang!



Nick's 1931 Roadster



### Car Show Coordinator

Our club needs a contact /coordinator for this yearly car show which has been going strong for almost 30 years. Duties include 3 or 4 short meetings with city staff (totaling 10-20 hours per year) and coordinating assignments such as Signage, Parking, Same Day Registration and Judging. The city does much of the "heavy lifting" and plenty of NVRG members step up for day of event tasks.

Contact Dave Westrate or John Ryan for more info to help us continue this club tradition.



### REMINDER!

There is no 2<sup>nd</sup> Tuesday of the month meeting in December. Our Holiday Party will be our December meeting.

We look forward to seeing you there!



The weather cooperated with the Fall Tour!



**REMINDER!**  
RENEW YOUR  
MEMBERSHIP TODAY!



**2025 DUES ARE DUE!**

Our 2025 dues collection officially runs from December 1, 2024, through January 31, 2025.

*If you paid in advance for this year or if you already paid early for 2025, I have confirmed your payment with you by email or phone.*

**HOW TO RENEW?**

- A) By mail. **Checks should be made out to NVRG in the amount of \$25.00.** You can also pay dues forward for several years at this annual rate of \$25.00 per year, if paying multiple years is more convenient for you than paying each year. This works well for some folks. Please mail your check to **NVRG, P.O. Box 1195, Vienna, VA 22183**
- B) Using Zelle. You can also use Zelle to pay your NVRG dues electronically, and if you would like to use this method, please contact our Treasurer, Bill Simons ([bsi-mons@rustinsurance.com](mailto:bsi-mons@rustinsurance.com)) who will assist you in doing this.
- C) In person. The December members meeting is actually our annual NVRG Holiday Party. If you are attending the party (or know someone who is and can deliver your dues), we can renew your dues and save you a stamp. I'll be at the holiday party and hope to see you there! Our January membership meeting is another in-person opportunity to renew your 2025 dues.

**THE NVRG = OUR MEMBERS**

I hope you will renew your NVRG membership because our club needs each and every member to stay vibrant and continue being who we are and continue doing what we do to enjoy this historic era of 1932—1953 vehicles and good times together.

Paying dues on time makes my job much easier, so thank you very much!

Happy Holidays to all!

**NVRG Membership Benefits**

Here are just a few good reasons to renew your NVRG membership, and encourage others to check us out:

- **Keeping the hobby alive and well.** Maintaining a membership and recruiting new members keeps the love of the hobby going and inspiring others to do the same.
- **Camaraderie.** Connecting with others who have common interests and enjoy these Early Fords/Ford products is why we exist.
- **Expertise.** Learning and sharing our knowledge and having access to the local, regional, and national network of folks with expertise is a valuable benefit of membership in both the NVRG and national Early Ford V8 Club of America.
- **Website.** Visit [nvr.org](http://nvr.org) to find both current information and an interesting archives section.
- **Monthly newsletter.** *Valve Clatter* is a valuable membership benefit, chock full of articles, tech tips, and photos. Members can submit their own articles as well as a "For Sale" or "Wanted" ad in each issue's *Automart* classifieds section. Each issue includes an events calendar so you can plan accordingly.
- **Monthly membership meetings.** NVRG meets on the second Tuesday of each month. The location for each meeting is published in the *Valve Clatter* events calendar.
- **Fun events and gatherings.** NVRG has member events, shows, tours, meetings, and social gatherings from March through December, all listed in the *Valve Clatter* events calendar.
- **A great bargain!** NVRG membership is only \$25 per year—only \$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](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



**1950 Ford 2dr stock body** restored with skirts, white and red interior, paint colonial white, engine has 2 Stromberg 97's, offy heads, reds head-ers 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](mailto: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)



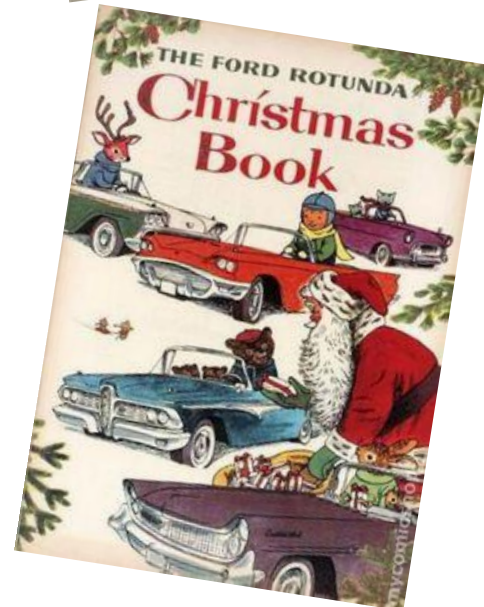
**Four slightly used black wall, all weather, radial tires,** size 205/75 R 15. Perfect fit for a shoebox Ford. Production date: 31/21. Less than 600 miles on them. I recently traded them for white walls. Half price at \$100 each. **Bill Simons**, 202-734-2211, [bsimons@rustinsurance.com](mailto:bsimons@rustinsurance.com). (07/23)



**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 2024 Events Calendar



December	
7	<b>2024 Holiday Party.</b> <i>No program.</i>
11	<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.
	<b>NVRG Board of Directors Meeting</b> —7:30 PM via Zoom. All are welcome to attend.
January 2025	
7	<b>Membership Meeting</b> —7:30 PM. Location: Green Acres Senior Center. Program: The Isle of Mann and Car Museum. Presenters: Bill Potter and Patricia Smith
8	<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.
28	<b>NVRG Board of Directors Meeting</b> —7:30 PM via Zoom. All are welcome to attend.
February	
11	<b>Membership Meeting</b> — <b>7:30 PM.</b> Location: Green Acres Senior Center. Program: Space Force Creation and Rolls Royce Story. Presenter: Joe Rouge
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.
25	<b>NVRG Board of Directors Meeting</b> —7:30 PM via Zoom. All are welcome to attend.

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	<a href="mailto:john@ryanweb.com">john@ryanweb.com</a>
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