



www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



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

Volume XLVII, No. 1, January 2025

Editors: Nick Arrington & Sara Karnish

December Meeting: NVRG 2024 Christmas Party

By Nick Arrington

Over 30 club members attended this year's event at P.J. Skidoos Restaurant in Fairfax, VA. The attendance was down slightly from last year partly due to other car clubs holding their events on the same date. The staff did an excellent job (as usual) serving our group, and the food was wonderful. This marked the 7th year at P.J. Skidoos. Emcee Bill Simons kept the gift exchange moving along, with this year's "hot items" seeming to be building center gift cards and bottled booze of different types. This was the first year I did not see Jim Cross' handmade bird houses, which usually travel from table to table before landing on a home.

Organizer Joe Freund and I met afterwards and discussed how some members that did not attend this year's event expressed concerns dealing with the pre-ADA era steep stairs and tight access of restrooms on the bottom floor.

The following week, Joe Freund, Bob Vignola, Bill Simons, and I reviewed alternative sites for next year's Holiday Party and our "committee" made the decision to move it to the Amphora Restaurant in Herndon, VA, which is easily accessible off I-66/Rt 28 and the Dulles Toll Road. We also discussed arranging rides for our members uncomfortable with driving at night.

The "new" facility has a dedicated banquet room with its own restrooms, holiday decorations, and an audio/visual screen where we can perhaps review events of the year. An ADA ramp easily affords access to the restaurant. Pricing and meal selections are well within the targeted price range of other facilities. I've enclosed some photo highlights of our 2024 event along with a photo of the new facility.

Happy New Year to all!

(cont'd on p. 3)

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Up Front with the President

January 2025



President's Message—January 2025

Happy New Year to all NVRG members, both near and far!

I hope everyone had an enjoyable holiday season. It is a wonderful time of year to celebrate, reminisce about the past year and plan for the new year with friends and family. I hope those members traveling during the holidays had safe and uninterrupted journeys. Other than being a bit chilly, the weather didn't dampen our celebratory mood either.

This year's Holiday Gala at P. J. Skidoos wrapped up the 2024 NVRG year. It was delightful to see so many of our NVRG members in one place with great camaraderie and holiday merrymaking. Check out the photos in this issue to catch the vibe.

A gentle reminder: "\$25 for '25": the deadline for renewing memberships is January 31. Renew 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, but many members prefer the convenience of renewing for several years at a time. Those who want to receive a paper copy of the *Valve Clatter* by mail need to add \$20 additional to cover printing and mailing costs. Also, membership in the National Early Ford V8 Club is required for NVRG membership.

Your Board of Directors and committee chairs are currently planning the 2025 lineup of activities. If you have suggestions or any constructive input regarding meeting programs, tours, garage visits, social activities, technical seminars, etc. please contact a Board member or committee chair. Fresh ideas are always welcome.

The first membership meeting of the new year will be on Tuesday January 14th. **Please note, due to a scheduling conflict, this month's meeting will be held at the Fairfax City Library.** Bill Potter and Patricia Smith will be presenting a program about the Isle of Man and Car Museum. Among other things, the Isle of Man is famous for its historic and unique TT motorcycle race. I look forward to seeing you at the meeting.

Happy New Year and best V-8 wishes to everyone,

John

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

(cont'd from p. 1)



Emcee Bill Simons and Dave Westrate handled the gift exchange



Bill and Patricia sum up the Christmas party



The crowd listens attentively to the program



Amphora Restaurant's banquet room—location of the 2025 NVRG Christmas party



A Research Field Trip (Vol. 5)*By Chris Elenbaum (Col., Ret., USAF)*

As you might have expected, this month's research field trip is all about the acquisition of a new toy. After viewing and discussing several really cool AV-8 hot rod projects over the last few months, I felt a little more confident about diving in with a more complete vision for the project that I've been planning.

Admittedly, some guys just see something and buy it with the idea that they'll sort out all the details later. That's certainly a common and widely accepted way to go about it, with all the research done during the build, but I tend to be a little more planning oriented—though not in the way of actually writing anything down. That would be uber car nerdy planning. I keep it all up in the cranium. It's more about getting a vision and a feeling for the details, workload, assessing my personal skills inventory and courage, and resources required to do it well and successfully. This has always been important to me because I've never owned a garage queen. You know—the car that sits there year after year, collecting dust and not running.

The one that I'll get running again one day.
Nope. Not for me.

I'm a mechanical engineer, and for me, things need to run. They need to have their oil slung all over the place, lubricants soaking seals, switches and levers all moving and wearing just right, fluids pumping everywhere and pistons and diaphragms cycling just the right number of times. This is what keeps these old things around for the next generation.

I'm so weird about this that my '65 Corvette only spent a combined total of two months unroad-worthy as I replaced every moving part of the suspension, transmission, and engine. You could say that I like them to be working. All the time. So, this idea of a longer-term non-functioning vehicle bothers me. It's new territory for me.

Enough of this rambling already, right? So, the short version of the story this month is that Dave Henderson's 1931 Model A is now in my garage.

The longer version . . . After many years of love and care for this Model A, gradually bringing it back to life, Dave made the hard decision to let it go. There was crying, hugging—OK, no crying or hugging, but a little sadness of letting things go and anticipation of what it will be. Dave's not too crazy about my hot rod project because I think he would have loved to see it restored to originality. But nevertheless, he graciously handed over the keys and several boxes of parts to the new caretaker, and I gladly parted with some profit from the sale of my '95 Corvette that I sold through Hagerty Auction. A win-win for all involved.

So here is the vision: A period-correct post-war AV-8 high boy coupe. My goal is not a highly polished modern hot rod here at all. No chrome, no modern gauges, no coil over spring suspension. None of that aftermarket nonsense you find in the catalogues at all! My vision is to build something that you would have seen in 1946 after the war ended.



Is this possible?

Perhaps, but it'll take a lot of careful choices and willpower. There are undoubtedly faster, better, cheaper, more reliable, shinier, cooler looking, higher performance parts out there. But what's the fun in that? It's just too easy, too expensive, and far less nostalgic. Nostalgia is important to me, with the right balance of original and modified.

Things are moving along already. In the first day, all the fenders and the running boards were off. I also received drawings from Benson Ford Research of the '32 Ford center cross member so I can explore options for frame mods further. That'll be an interesting story for a future volume. And speaking of volumes, I think the research trip volumes are going to be on a hiatus a bit as I transition to the AV-8 Build Volumes. There's plenty of adventure to write about every month, and the flathead V-8 engine saga will continue in February. I want to give special thanks to Nick Arrington, who helped me transport the Model A, and to Hank Dubois, who has been a wonderful, trusted advisor on this project.

This club is the best! Keep your wheel bearings greased, gang!



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In Search of the Elusive Chrome '37 Ford Grille

By Robert Vignola

When I was searching for my first flathead car, I had mentioned to Nick Arrington that I wanted something with style, and he immediately suggested the '37 Phaeton sitting in his garage. I had seen the car and had been drawn to the long grille and art deco headlights. It is a deluxe model, and a little research told me the grille should be chrome, but this one was painted the body color of xxx grey. No problem—it was straight, clean and beautiful. After getting it to run (another story), it was mine and on to the car shows. At Sully, the judge asked, "Shouldn't the grille be chrome?" Then, at the Fairfax show, I was asked if the car was the standard model. OK, to me it's sometimes more important that the car looks right than to be right. I needed to get the right grille.

The 1937 Ford Book explains that the deluxe grille has three finishes; the face is "polished" chrome trim around the grille, the horizontal fins are nickel with the front edges buffed and referred to as "dull" chrome and the back edges essentially a nickel finish. A search of the usual sources (Bob Drake, 3rd Generation, Dennis Carpenter) told me that this wasn't going to be cheap. New all-chrome grilles, if available, were about \$2,200. Some were over \$3,000. The ones on eBay were a mess and require work to straighten then and remove/repair the rust and most were the painted version rather than chrome. Even if they could be repaired, proper chroming might be a challenge. I found just one original grille in excellent shape which was on an all-original coupe at Macungie and definitely not for sale. My last hope was Hershey.

A few long tours of the tables and piles of parts revealed very few overpriced and very rugged painted/rusted grilles for anywhere from \$600 to nearly \$1,000. Nick mentioned that he saw a new one at the 3rd Generation booth, so I headed that way. As I approached the booth, I saw it hanging back under the tent, and then I heard my name being called, loudspeaker style, and it was Dave Gunnerson sitting almost directly under the grille and trying to get my attention. I told him this is what I'm looking for but it's hard to put out the show-only special low, low price of \$1,850, but that was why I was here. But as I looked at it, it didn't look right—too shiny, too much chrome, nothing like the perfect original one I saw at Macungie. An older gentleman (older than me anyway) sitting nearby spoke up and said, "You're right, it should be buffed nickel." He added that if my grille was straight, I should clean it up and paint it Argent Silver. That was probably what I wanted to hear all along.

I can tell you from this recent experience, and a small investment in rattle cans, that there are many versions of Argent Silver, buffed nickel, faux chrome and most were disappointing substitutes for dull chrome/buffed nickel.

It turns out that an old can of Dupli-Color Silver High Performance Acrylic Enamel wheel paint that I used on a Volkswagen years ago was the best choice, as it didn't overpower the polished chrome grill face. After removing the grill and two weeks of paint removal, sanding and multiple coats of filler primer, it was ready for painting.



Before: OK, but dull. Note the Ford 85 HP grill ornament is in the wrong place.

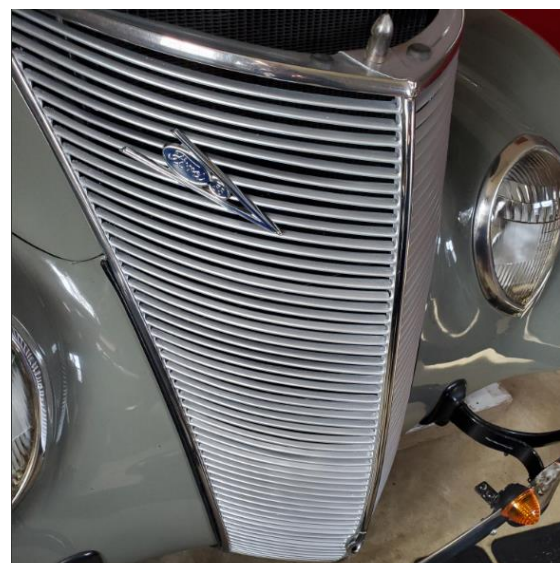
Much pitting under the paint required heavy sanding and file work in the tight spaces.



The filler primer made it easy to address the pitting that couldn't be sanded out.



After: Now the grille stands out like it should. The ornament is in the right place now.



Adjusting Brakes

Originally appeared in the 1949-1950-51 Ford Passenger Car SHOP MANUAL—Ford Division, Ford Motor Company

The brake system used on both cars and station wagons incorporates single anchor full floating hydraulically actuated service brakes combined with a manually operated parking brake that actuates the rear brake through a mechanical linkage.

The system (fig. 1) consists of the master cylinder which stores the hydraulic fluid, the wheel cylinders which transmit the actuating pressure to the brake shoes, the brake shoe assemblies, the brake drums, the tubing and flexible hoses which connect the master cylinder to the wheel cylinders, and the parking brake linkage.

The service information needed to test the brake system, adjust the brakes, and repair the service and parking brakes is given in this chapter.

This information is divided into the five sections listed in the foregoing index. The type of information contained in any particular section is indicated by the section title.

I. ADJUSTMENTS

Brake adjustments are divided into three classifications, minor adjustment, major adjustment, and brake pedal adjustment. The minor brake adjustment merely reestablishes the brake lining to drum clearance and compensates for normal brake lining wear. The minor brake adjustment procedure is given in "a. Minor Adjustment." A major brake adjustment is recommended when new shoes are installed, when brakes are relined, or when the minor adjustment does not give satisfactory brake operation. This adjustment procedure is outlined in "b. Major Adjustment." A brake pedal adjustment is necessary if the pedal free travel is less than $\frac{1}{4}$ inch or more than $\frac{1}{2}$ inch. To correct pedal free travel, follow the procedure given in "c. Brake Pedal Adjustment."

a. Minor Adjustment.

The brakes should be adjusted when the linings have been worn so that the pedal reserve is less than one-half the total travel to the floor board.

The brake drums should be at normal room temperature when making adjustments. If the brakes are adjusted when the drums are hot and expanded, the shoes may drag when the drums cool and contract. Before making a minor brake adjustment remove one front wheel and check for the following conditions:

- (1) Brake drum scored, out-of-round, or bell-mouthed.
- (2) Brake lining coated with brake fluid or grease.
- (3) Brake lining worn to less than $\frac{1}{32}$ inch from the top of the rivet heads.
- (4) Brake lining not making full contact with the drum.

If any of these conditions exist a minor brake adjustment will not give satisfactory braking performance, and the need for a major brake adjustment is indicated.

NOTE: *It may be assumed that the condition of the linings and drums at the other three wheels is approximately the same as found at the wheel removed.*

A minor brake adjustment may be accomplished as follows:

Add sufficient brake fluid to the master cylinder to bring the level within $\frac{1}{2}$ inch of the top of the filler neck.

Jack up all four wheels. Be sure the parking brake lever is in the fully released position. Check the cables to the rear brakes to make certain the cables have not been adjusted so that the shoes have been moved off their anchor pin seat (partially applied).

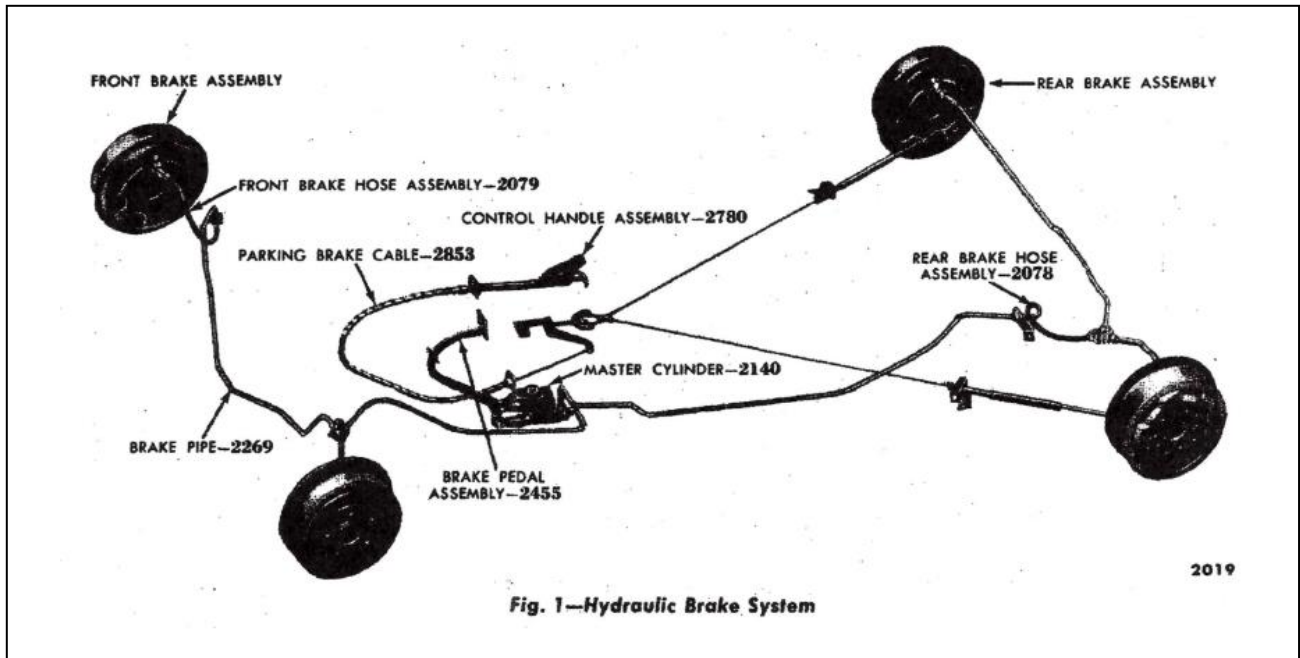
Check the anchor pin nut with a 16-inch wrench. If the anchor pin nut is found to be loose, a major adjustment is necessary.

Remove the adjusting hole cover. Expand the brake shoes by turning the adjusting screw, with a screw driver or adjusting tool, toward the axle until the brake drum can just be turned by hand. Then back off the adjusting screw (moving the handle of the tool or screw driver away from the axle) until the wheel turns freely without

drag. Make this adjustment at all four wheels (fig. 2).

If a drag is still noticed on the drum, reset the anchor pin.

Apply the brakes and measure the distance from the pedal pad to the floor board. If this distance is less than one-half the total travel, too much clearance exists between the shoes and the drums. Readjust the shoes more carefully. Road test the car and if the pedal travel is still too great, make a major adjustment.



b. Major Adjustment.

Before making a major brake adjustment, the following operations must be performed:

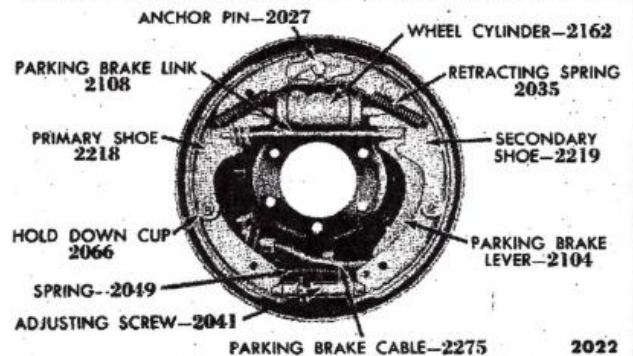
- (1) Remove all four brake drums and clean the brake assemblies.
- (2) Perform all of the inspections included under "a. Minor Adjustment."
- (3) Inspect all brake pipes and hoses for leakage, kinks, or deterioration.
- (4) Lubricate the surfaces of the backing plate contacted by the shoes and the adjusting screw with Lubriplate.

A major brake adjustment includes the adjustment of the brake shoes and the anchor pins, and is performed as follows:

If the lining is still serviceable, reinstall the brake drums. Adjust the brake pedal free play. Add sufficient brake fluid to the master cylinder to bring the level within $\frac{1}{2}$ inch of the top of the filler neck. Insert a 0.010-inch feeler gauge through the adjusting slot in the drum while the slot is opposite the lower end of the secondary or rear shoe. Move the feeler gauge upward along the secondary shoe, until the shoe assembly is wedged forward as far as possible. Expand the shoes by turning

the adjusting screw until the primary shoe contacts the drum securely and the secondary shoe is snug against the feeler. Back off the adjusting screw enough to establish a clearance of 0.010 inch, one and one-half inches from each end of the secondary shoes. This adjustment provides correct operating clearance for both the primary and secondary shoes.

If the 0.010 inch clearance cannot be obtained at both ends of the secondary shoe by rotating the adjusting screw, the anchor pin must be adjusted. Loosen the anchor pin nut just enough to allow the pin to move up or down, then tap the nut with a soft hammer until the pin is properly positioned. Do not back the nut off too much or the shoes may move out of position when the nut is tightened. To reduce the clearance between the lining and the drum at the anchor end of the secondary shoe, move the anchor pin away from the center of the axle or spindle. To reduce the clearance at the adjusting screw end, move the anchor pin toward the center of the



axle or spindle. Be sure to tighten the anchor pin nut securely with a 16-inch wrench. Recheck the shoe clearance after tightening the nut.

After the brake shoes and anchor pins have been adjusted, adjust the parking brake cable slack at the equalizer lever.

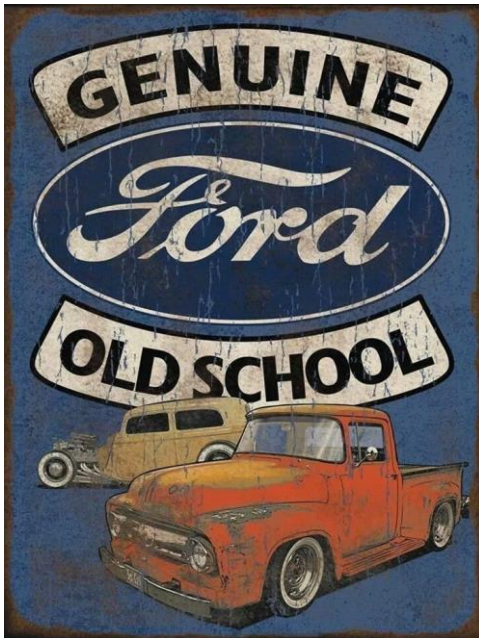
Check the brake pedal free play and adjust it if necessary.

Bleed the hydraulic system if existing conditions warrant the performance of this operation.

c. Brake Pedal Adjustment.

When the brake pedal free play is less than $\frac{1}{4}$ inch or more than $\frac{1}{2}$ inch (fig. 3) the need for brake pedal adjustment is indicated. The pedal free play may be checked by hand pressure on the brake pedal and is considered to be the movement of the pedal before the push rod touches the master cylinder piston.

Brake pedal free play adjustment is accomplished by rotating the eccentric bolt which attaches the brake pedal assembly to the master cylinder push rod assembly (fig. 4). Rotate the eccentric bolt until the pedal free play is between $\frac{1}{4}$ and $\frac{1}{2}$ inch. Be sure the nut is securely tightened.

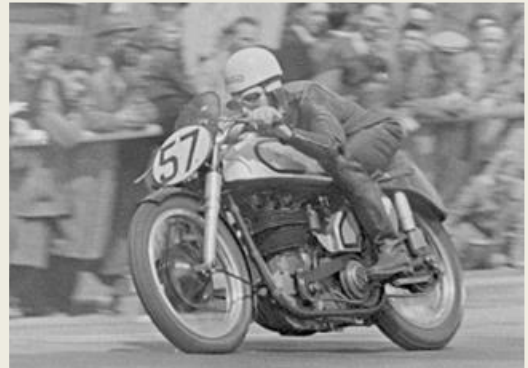




Car Show Coordinator

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.



<https://commons.wikimedia.org/w/index.php?curid=141373839>

January 2025 NVRG Membership Meeting *A Trip to the Isle of Man*

Bill Potter and Patricia Smith recently toured the Isle of Man and will be reporting on their findings. Patricia will talk about the history of the island and one of her favorite music groups that hail from the Isle of Man and then Bill will focus on an interesting old car museum there.

Don't know where the Isle of Man is located, or maybe you've never heard of it? Come to the meeting and find out. Bill has some very interesting car images and stories from his trip to the museum and there's an old castle that just looks like it must be haunted.

We kick off the 2025 Membership Program series on the second Tuesday of January. I hope you can make it for the program, refreshments and fellowship, so don't miss it.

Because Green Acres is already booked, the January membership meeting will be held at the Fairfax City Library on January 14 from 6:30 PM to 10:00 PM

Meeting Information

Date: Tuesday, January 14, 2025

Time: 6:30 PM to 10:00 PM

Place: Fairfax City Library, Meeting Room 101A, 10360 North Street, Fairfax, VA 22030

Please note: We were unable to secure our planned meeting date of February 11 at Green Acres. Instead, the February meeting will be held at Green Acres one week later—Tuesday, February 18.

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) 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 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. 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



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 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



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 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 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. (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. (11/24)





NVRG 2025 Events Calendar



January 2025	
14	Membership Meeting —7:30 PM. Location: Fairfax City Library, Meeting Room 101A. Program: The Isle of Man and Car Museum. Presenters: Bill Potter and Patricia Smith <i>*Note location change for January only*</i>
15	Caffeine Double Clutch Breakfast -- Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at wjchad@gmail.com .
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.
February	
12	Caffeine Double Clutch Breakfast —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at wjchad@gmail.com .
18	Membership Meeting —7:30 PM. Location: Green Acres Center. Program: Space Force Creation and Rolls Royce Story. Presenter: Joe Rouge. <i>*Note date change for February only*</i>
18	VC Submission Deadline -- For articles/photos/want/sell calendar to content coordinators.
25	NVRG Board of Directors Meeting —7:30 PM via Zoom. All are welcome to attend.
March	
11	Membership Meeting —7:30 PM. Location: Green Acres Center. Program: Restoration Updates. Presenters: Dave Gunnarson, Hank DuBois, John Ryan, Rick Lukens.
12	Caffeine Double Clutch Breakfast -- Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at wjchad@gmail.com .
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.

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
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