



www.nvrg.org

Valve Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

Volume XLVII, No. 7, July 2025

Editors: Nick Arrington & Sara Karnish

June Meeting: Show and Tell By Nick Arrington

This is becoming one of my favorite meetings, as you never know what to expect. Dave Henderson told a story about Manny, Moe and Jack—the three guys with \$200 each who started Pep Boys Auto Parts in the late 1920's. There was a successful auto parts company prior to Pep Boys known as Hollander's which featured 3 guys on their packaging logo. One of the fellows had short, cropped hair and smoked a cigar. Pep Boys also featured 3 guys in their packaging, and one also smoked a cigar. Hollander's initiated a lawsuit against Pep Boys but a judge found no harm or foul and dismissed the case. Hollander's went into obscurity and Pep Boys is still listed on the National Stock Exchange.



Pep Boys catalog from 1935

Chris Elenbaum showed us the mechanical repairs he made to a rear axle housing involving turning down the end with a lathe and pressing on a repair piece. This month's *Valve Clatter* features an article by Chris Elenbaum on rebuilding a top loader transmission. You'll find it on page 10.

A vintage spark plug tester shown by Steve Blancard reminded me of my first job after college working in a small engine repair shop which had an old 1940's era plug tester machine that would introduce compressed air into the test chamber which would replicate a spark plug fouling under compression.

(cont'd on p. 3)

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Up Front with the President

July 2025



President's Message—July 2025

Even though I was in northeastern Europe most of June, the ever-present internet made me all too aware of the short spate of very hot weather here. It was a sharp contrast to the cool, a bit rainy weather I experienced. Hopefully, a few periods of that sort of weather will break up the usual monotonous heat this summer so we can comfortably exercise our V8s.

Congratulations to Gay Harrington for winning not one, but two, awards at the Sully car show last month. Gay and her pickup won Best Pickup and Best of Show! A stellar achievement for Gay and her beautiful truck "The Budster". The Sully car show is arguably the largest and most prestigious cars show in our region, so the two awards are especially significant.

I just noticed in the national EFV8 club website that our sister Regional Group, the National Capital RG #36, will be celebrating its 55th anniversary this year, in November. Congratulations to the dedicated leaders of National Capital for their commitment to serving the local V8 community over such a long time. (Incidentally, a significant number of NVRG members are also members of National Capital.)

The program for our next membership meeting (Tuesday July 8th) will be a review of the Central National Meet (CNM) held June 22 through 26th, in Springfield, Ohio. We'll hear from the several NVRG members who attended. This 2025 Central National Meet was the only EFV8 Club National Meet this year. So, it will be especially interesting to see and hear about the cars, events, and people at the CNM, and their travel experiences getting there. The membership meeting will be held at the usual location, the Green Acres Senior Center in Fairfax. I look forward to seeing you there.

Best V8 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 – Jim Nice
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

Value Clatter

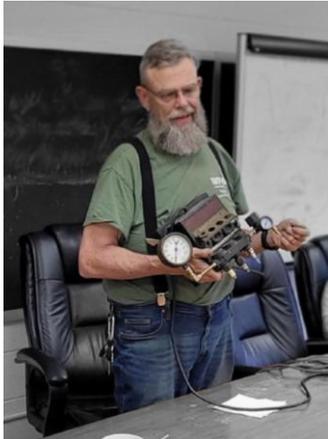
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July 2025

All Ford Show in Carlisle

By Dave Gunnarson

My old boss would have me sort old spark plugs which would pass the test and install them in customers' machines and bill them as "reconditioned" plugs. I had an old 1950's Chevy truck back then that had a "miss" despite a tune up with all new plugs and wires. I even did a valve job on that truck only to find it was a new plug that wouldn't fire under compression when placed in the tester.



Steve Blancard with vintage spark plug tester

Hank Dubois provided a wooden Gas Gauge—marked with calibrations to show how much fuel remained in your tank—at least on every Model T—prior to the introduction of dash mounted gauges. I know lots of gas stations and garages had these printed as advertising-promotion giveaway items and they are now collected by many.

Members Terry Thoman, Bill Potter and Joe Freund provided vintage county registration license plates, an intricate tabletop sized blind stitching machine, and a roll up chain-cutting blade capable of cutting a tree limb that was stowed away in a leather pouch.

Dave Gunnarson showed an example of a 1935 sales promotion banner for 1935 Ford Trucks which he was able to create using a copy of a black and white 8"x10" print that he found at the Ford Archives and a dealership image from 1935 which allowed him to determine the size (21" x 72"). He had one color printed on vinyl and installed grommets so he can display it in his garage.

The interesting collection was followed by Ice cream and refreshments provided by Dave Gunnarson.

I felt the urge to goof off for a day in early June, so the opportunity to drive up for a day to see the All-Ford show in Carlisle was a good fit. Early rain ended just as I arrived, which kept the temperatures reasonable and the sun behind the clouds.

Walking in Gate 3 all I could see was long row after long row of Mustangs of every vintage followed by rows of Escorts, Fiestas and other "modern" Ford products. Not an EFV8, Model A or T in sight.



There was even a tent with 25 or so Ford GTs.



Over in the flea market area I began a search for any flathead era Fords. The first find was a 1948 pickup claiming an original drivetrain and "quality" restoration for \$35K.



A bit further on was a 1951 Crestliner for sale at \$16,500. It appeared to be a very nice original restoration and came with a small pile of spare parts.



The only other EFV8 vehicle I saw was a 1940 9N tractor with a custom V8-60 engine conversion towing a Schramm air compressor which I last saw at last year's Eastern National Meet in Clayton, New York.



EFV-8 parts were just about as scarce. I thought the best item was a 1938 truck grille for \$450.



The only Ford part I purchased was a dented stainless steel taillight bezel for less than the price of a cup of coffee. I did pick up sanding discs, paint brushes and some Sawzall blades from a vendor advertising as having the "Finest Crap in Carlisle".



One vendor specialized in 8-track tapes and players. He even had a portable player!



My eye naturally gravitates to trucks so I found a very nice 1970 F-350 stake truck from South Carolina with a \$22,500 price sticker on the windshield.



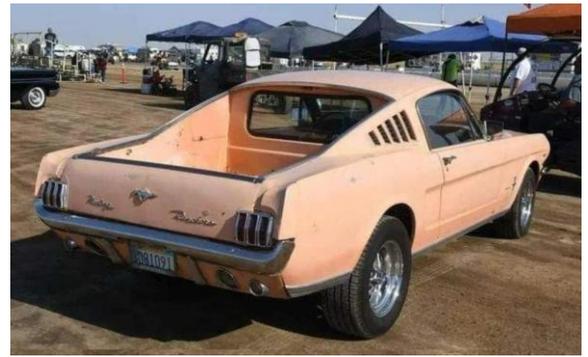
Another stall had a line-up of Ford pickups which seemed rather modern to me. And there was also a dealer there with new 1966-1977 Bronco bodies.



On the left was a full sheet metal package for \$12K and on the right a body shell for \$9.5K. These did include the cart with caster wheels just in case that detail could make the deal.



On the way out I spotted a "Truckstang". Apparently, the conversion into an El Camino-type body in a Mustang was popular in the 1970s. It makes for an interesting vehicle. No price.



On display was one of the 50 Ford Mustang Cobra Jets built in 1968 for drag racing.



On walking through the rows of Fairlane, Comet, Maverick, and other more modern Ford parts I was struck by how many of these parts had rust, dents, grease and the other hallmarks of what I associate with EFV-8 parts. Then I realized that a lot of these parts are 50 or more years old! So, time marches on.

I wasn't surprised at the lack of EFV-8 items present as this isn't the focus of the show, and it was nice to see the old car hobby still is still alive even on a rainy Friday. It was a good trip.

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2025 Ford Nationals—Carlisle, PA

By Warren Barbee

The plan was simple enough.

Friday, June 6th I'd start in Carlisle, PA, go through the swap meet and then head a tad southeast to the Street Rod Nationals East in York, PA. They have a small swap meet area there, but I was hoping to see a few old friends and see some great Flathead powered rides.

The Ford Nationals is more of a car show than swap meet. With the car show fields taking up about ¾ of the fairgrounds, it has been worth the ride in years past.

Well, the weather had other plans.

I arrived at 7:30 am with a list of things to look for.

I was also going to pick up some 18" genuine MOON discs that were being delivered after getting polished. It was overcast but dry. There were parts to be had for us V8ers. After about an hour it started to sprinkle. So many vendors started to "tarp" their goods, and it's hard to shop when you can't see.

Anyway, the rain (mostly a misty sprinkle) stopped and started a few more times, and it got thickly humid 😓. I shot a few pictures to share in between the rain and headed to York. Coolest find...a restored and working Flathead-powered Schramm portable air compressor.



Flathead-powered Schramm portable air compressor

Gettysburg AACA and Eastern Museum of Motor Racing

By Warren Barbee

After traveling to Hershey for years and passing the sign for the Latimore Valley Fairgrounds, in June 2024 I decided to go to the Gettysburg region's AACA show held at the fairgrounds. Last year's show was so good. 100+ vehicles on the grounds plus the Eastern Museum of Motor Racing (EMMR) made me want to go back.

As with my venture to the 2025 Ford Nationals at Carlisle, Mother Nature had other plans. It was raining when I left "hooville" and it followed me as I traveled north. The Latimore Valley Fairgrounds is old; it harkens back to Fairground racing from the 30's and 40's. Still worth a look. This year's show could not have been a bigger disappointment. Barely 40 show vehicles. 2 swap meet vendors. 5 Car Coral vehicles (2 from the 80's). The rain and threat

of rain all day was the culprit.



But no worries. The EMMR will more than make up for all that. The museum is full of “Bangers” (4-cylinder Ford Powered Race cars). Model “T’s” and “A’s” were the power plant on early motor racing all over America. On site are outstanding examples of “T” motors with Frontenac Overhead Valve Conversions, designed, manufactured and sold by the three Chevrolet Brothers (whaaat—a Chevy head on a Ford??).



V8 60's with all the latest speed equipment of the day. Our “Fav Flatties” in sprint cars, midgets, “Stock Cars” of the day—often called “Jalopies”—plus an Ardun headed V8 Ford for all to see. A Model “B” 4-cylinder engine with a “Riley” overhead valve conversion and so much more “FORD” racing history to see and learn about.

Pictures from racing at the Stadium we have all seen on our many trips to fall Hershey. There’s some info of long-gone local tracks to the DC area like Beltsville’s NASCAR speedway, Marlboro Raceway that had a paved oval track, road course for racing, the dirt track in Dorsey, MD. Not far from Laurel MD, add to that a picture of the Baltimore Washington “Board Track” that was near where we now call Laurel, MD. Plenty to see for both early V8 FORD fans as well as motor sports enthusiasts.



1941 Midget with 9N-Ferguson motor with high compression alum head



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Virginia Museum of Transportation Visit

By Nick Arrington

I recently had cause to travel to Salem. During the trip through Roanoke, I saw a sign with a directional arrow showing the Virginia Museum of Transportation. I never knew such a facility existed. I had no time to spare that day but planned to return sometime in the future.

I looked up the site on the web and found out that on June 27th participants of the Great American Race would be pulling in for their final stop of the day, so a trip was set up for the 27th. The museum sits on 58 acres and is heavily rooted in Roanoke’s role of hosting a huge hub of the railroad industry in Virginia. As a kid, I remember picking up relatives with my mom at Union Station in DC and King Street station in Alexandria. I remember the behemoth trains viewed from the platform.

As a 9- or 10-year-old kid I remember going to the Alexandria station with my mom to pick up my grandmother. While there I saw a casket on the loading platform—draped in an American Flag—with a soldier standing next to it. I asked my mom what it was, and she replied, “A soldier coming home.” I guess trains carried every kind of freight.

At the Roanoke Museum you can walk right up to the locomotives, and they are towering examples of machinery. Again, I appreciate pre-computer era machinery made without CAD assisted engineering etc., and marvel at this stuff that was all built with slide rules and old school engineering and machining technology. It’s just fascinating to me.



One of many locomotives

There are hulks of all kinds of trains on site—some being restored and some lending parts to older units that are still in service—kind of like a train junkyard. There are plenty of exhibits of the local prosperity that the railroads brought to the area with jobs that paid very well.



Old train graveyard

It sure looked like a marvelous way to travel, with sleeping berths and dining cars. In addition to trains there is an attached car museum which features several flathead Fords. Included in the collection I viewed a 1923 Piedmont Touring car. Piedmont was the only automobile manufacturer of record made in Virginia.



1923 Piedmont touring car

Some 3000 examples were manufactured in Lynchburg and were sold under other trade names such as Brush and LoneStar (in Texas). These cars sold for several hundred dollars more than a Model T and soon fell out of favor and folded up their operation. They appeared to be a very substantial car and larger than a Model T.

The museum takes about an hour and a half to soak up. At 4:45 the cars from the Great Race started dribbling in, as they are released at different times every morning. I was amazed to see the first 5 or 6 to pass through were all flathead Fords. Roadsters, Speedsters, Convertibles, Pickups and Huckster Wagons.



Great Race Huckster



Great Race Flathead trucks

I stayed for about 70 cars and almost 30% of them were flatheads. I asked most of the drivers if the last 3 days of almost 100-degree weather bothered them or the motors. One had an issue with vapor lock, but the rest reported no problem. I couldn't help but notice well placed radiator shrouds, 6-volt pusher auxiliary fans, electric fuel pumps carburetor insulator plates and fuel lines wrapped with insulation.



Insulated fuel lines

One car had a neat fuel filter with ribs for cooling. The announcer on hand did tell us some 10 or 12 vehicles had succumbed to the heat wave, but most responded to repairs and were able to join the race. I had to hit the road by 6:00 and some other 50 cars were scheduled to pull in for a group meeting. Check out the photo of the 1918 American LaFrance of the "Wandering Troubadours of Norway", which I believe started running the Great Race in 2013. Chain Drive with an open cockpit. When the car pulled in, it was met with a full entourage of team members carrying flags emblazoned with their logo, and then beer was shared by all.

Quite a crew and display. Check out the museum when you are near Roanoke.



1932 B Model pickup



Anybody remember this local bus company?



1918 American LaFrance Chain Drive

A Vintage AV-8 Build – Vol 6: Tranny's and Blacksmithing

By Chris Elenbaum

What do transmissions and blacksmithing have in common? Absolutely nothing. But they are two things that happened this month on the '31 Model A hot rod project. If you've been following along, I've been working on putting a 1939 flathead motor into a '31 Model A coupe as a period hot rod. Of course, "period" means that nothing from a current aftermarket catalogue will be put onto this car. Everything needs to come from the 30's and 40's as much as is reasonably possible. That's proving to be a tough task for sure and its making for quite a bit of fabrication work. The project will also include hydraulic brakes, improved steering, and a mild chop.

The month isn't quite over as of this writing, but there is plenty to report on. I must admit I'm very lucky that my wife tolerated transmission parts spread out on the ping pong table in my basement for quite some time, so I decided to demonstrate progress on that task so she wouldn't think it was some kind of abandoned project for her to throw into a box and shove into the storage room.

As I diligently took inventory of the parts I purchased from the hot rod whisperer, Hank Dubois, I placed a call to Mac VanPelt and ordered the remainder of the parts for the assembly. Mac was quite a pleasant and helpful gentleman to talk with. He offered some good advice from his long expertise with these transmissions.

The case I was working with is a 1939, and I'm very fortunate to have received some excellent gears from Hank too. The main missing components were the main bearings and few other small parts. With the step-by-step instructions in Mac's book, the tranny went together just as it should. Using feeler gauges, I also verified tolerances. I'm pleased to report that this transmission is about as good as you'd ever find. It meets all the factory tolerances, and in fact should run as smooth as it left the factory.



Ford transmission ping pong



Completed 1939 transmission with a '32 Mount

My second project was to get started on that front suspension and the wishbone, beginning with the disassembly. I quickly dropped the entire front axle assembly off the Model A and got to work removing the spring with my newly made spring stretcher from last month's efforts. My next task was to disassemble the spring and reverse the spring eyes. This was a very common way hot rodders of the period used to drop the front end another inch. The procedure is pretty simple. You lay your bottom most spring (the one with the eyes of course) onto a large sheet of paper and trace the profile. Next you mark the spring surface with a sharpie about every inch to inch and a half from one end to the other. Then you gradually bend the spring inch-by-inch using a press brake in a 20-ton hydraulic shop press until you have bent the spring in the opposite direction to match the original profile.

Now you have a spring with the eyes on the top instead of the bottom. With this completed, I turned my attention to the remaining spring plates. I decided to round out the sharp corners on each end and ground a radius on the underside of each end to prevent them from digging into each spring plate below. Next, the spring plates were soaked in rust remover so they're nice and clean before the spring assembly goes back together with the correct lubrication. All of this work should make for a very smooth and quiet spring.



Reversing the spring eyes using a press brake

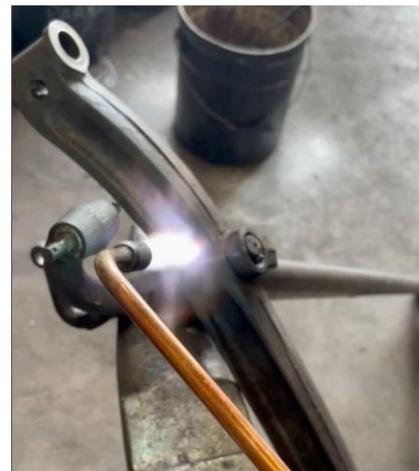
And now here's where the blacksmithing comes in. I got started on disassembling the '35ish front assembly that I acquired, and it was quite a challenge. I think I would have found it easier to move an elephant off my front lawn even if it were covered with a three-ring circus tent full of peanuts. I learned that 90-year-old perch bolts don't like to come out...ever! These are the bolts that connect the wishbone to the axle. The green book just calls them "bolts" because they were modified as many times as the front suspension was from '32 onward. My first attempt involved a mallet. My second, a brass drift and a ballpeen hammer. My third, a log, a sacrificial block of hardwood, and a sledgehammer. Decidedly, non-destructive removal was not an option anymore.

My fourth, a strange combination of blocks to level out the assembly in the 20-ton hydraulic shop press...and 20 tons of pressing, which only bent the threaded ends of the perch bolts without budging them loose one bit. Oh, by the way, on the '35 they aren't technically a perch because the axle hangs off of spring perches that are an extension of the wishbone, which is what I was planning to cut off anyway. The '35 style perch and bolts are of no use for a spring over axle configuration as in the Model A where the bolt doubles as the perch. So, after bending the bolts I was ready to give up and find a way to start cutting or machining them out.

And then, behold! An experienced blacksmith appeared out of nowhere in the Novalabs metal shop. I said, "Hey Pat, come and look at this mess." To which he promptly responded with, "Oh, you just need some heat and big hammer." That's exactly what you'd expect a blacksmith to say, right? Then he said, "I was getting ready to leave, but this looks like way more fun."

Only a blacksmith would decide to be late for lunch with his wife so he could heat and hammer on someone else's metal. Since my assembly was way too big to fit into the forge, we went ahead and applied localized heat from a big-ass oxy-acetylene torch (that's a technical term) to the axle so it would expand.

Next, we hammered the perch bolt as far as possible until it mushroomed and had to be hammered back in, ground down, and hammered again with a large drift until it finally came out, fighting to the bitter end. I think each bolt required at least 50 very hard blows and the steel drift looked like a two headed portobello mushroom when we were done.



A little heat from a big-ass torch

After redressing it on the grinder, it was considerably shorter than when we started. Once the bolts were out, the spring perches were cut off the wishbone with an abrasive wheel and the ends of the wishbone were ground down to blend in nicely.



The axle disassembly (Note the spring perches have been cut off and the ends of the wishbone ground down. The perch bolts are scrap iron now for the blacksmith shop.)

Now that everything is disassembled, I can work on mocking up and measuring the location of the axle, which will allow for reconfiguration of the wishbone. The issue to be solved ultimately is the lengthening of the wishbone so that its apex mounts to the bottom of the new center cross member that I installed. I'll be using the main arms of the '35 bone but the apex and a section of the arms from the '31 bone. The '31 apex is much wider, which allows room for accessing the bottom of the engine later.

So, if you are wondering why I'm not just buying a split wishbone for this project, it is because the split wishbone was invented by hot rodders after WWII. A split bone is hardly a wishbone. It's really a 4-bar suspension. It also changes the suspension geometry such that addition torsional loads are added to the frame, sometimes causing the frame to crack. The original wishbone configuration provides a suspension that is supple and rolls more naturally with roll control provided by tubular shocks.

Finally, I want to extend my thanks to our V-8 Regional Group for all of the advice and support provided already, as well as offers of parts for the project. This kind of project is only possible through your wonderful support. So, I have no shame—if anyone has a pair of F1 truck front shock mounts you're willing to part with, please let me know. It's easier to modify a set of those than to make something in the blacksmith shop.

Until next month gang, keep polishing up those beautiful Fords! It sure paid off at the Sully car show this year!

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July 2025 Membership Meeting Central National Meet Review

This month features a review of the recently held Central National meet from NVRG members who were there

Meeting Information

Date: Tuesday, July 8, 2025

Time: Doors open at 7:00 PM; meeting starts at 7:30 PM

Place: Green Acres Community Center, downtown Fairfax

Gay Harrington and “the Budster” Were Double Winners at Sully 50



After receiving her first place trophy in Class 8, Pickup Trucks – All Marques through 2000, Gay thought she was done for the day.

But at the closing of the trophy announcements, Gay was visibly shocked to be called up to receive her Best of Show trophy from Chris Berry, co-owner of Blackwolf Automotive, the show’s sponsor.

Gay’s “The Budster” was chosen by Maxi Gonzalez and Chris, the co-owners of Blackwolf, from among 165 cars on the showfield at this cool and misty Sully 50 car show at the Sully Historic Site in Chantilly, VA, on June 15, 2025.

Congratulations!



“Budster”—Best of Show

Team NVRG 96 Dominates 50yr. Anniversary “Sully” Olympics, June 15, 2025

By Nick Arrington

Years of hard work and training again paid off as Team NVRG 96 saw a record number of team members in the winner’s circle. This year’s event was marred by less than favorable weather conditions, but the team pushed forward to blitz the competition. Team members in the winner circle included Jim Cross, Leo Cummings and Bob Vignola, who each scored a trophy.



Vignolas and Arringtons leaving in the drizzle for the Sully show

Team Westrate again dominated his field with not one but two trips to the Winners Circle.



Dave Westrate’s double header win

Team Arrington won this year’s new category for “Model A Hotrods”—where anything was allowed as long as it had a Model A Frame—with his nonbinary, pronoun only, transgender A-V8 Roadster.



Nonbinary, binary, pronoun transgender V-8

However, not to be outdone was Team Harrington, who won not only her class, but also finished the event with a Best of Show win, chosen by the show sponsor.

What was special about this was the fact that earlier in the week, “Budster”—Team Harrington’s star member—was plagued with a mystery illness, causing him to belch and cough constantly. It looked like “Budster” would have to be scratched. However, trainers Frankie “Doc” Martin and Bill Simons worked feverishly on “Budster” to find a cure for the mysterious ailment.

“Doc” Martin diagnosed a condition with synapse (a junction between two nerve cells, consisting of a minute gap across which impulses pass by diffusion of a neurotransmitter) aka as points and condenser. “Doc” found one set of “Budsters” breaker points in the Dual Point Mallory had closed, causing all kinds of brain synapse malfunctions and headaches.

“Doc” operated on the Mallory Dual Point unit and cured the patient. Bill Simons pulled some strings and got the entry fee in under the wire. The rest was history. “Budster” won big time.

Seen in the arena cheering on the team were Jim Walker, Jim Nice, Thetan Ogle, Joe and Sara Freund, Chris Elenbaum, Hank Dubois, Eric Sumner, Bill Potter, Rusty Rentsch, and others. The whole event was a testament to the club’s teamwork along with sharing of talents that make NVRG 96 so special. Let’s do it again next year.



The Wrecking Crew



Vignola and Westrate lineup





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



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.



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. \$21,000. Call or text Bob Belsley, 571-437-8401, bsbelsley@aol.com. (6/24)



1929 Ford roadster steel body by Brookville. New condition, never installed. \$6,500.00. **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.





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)



'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)



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)



3-speed with OD. 1A-7006-A with R-10F-1 WG Div-W2. 3-speed transmission with Warner Gear Div. overdrive R-10F-1 WG Div-W2. Used on 51 to 53 Ford and Mercury passenger cars. Seems to shift and turn freely. \$140.00 will deliver to NVRG members in Northern VA. **Rusty**, 703-209-4359.



Free-1949-51 Ford F-1 Pickup Rear end. complete drum to drum with rims to roll on your trailer /truck. Located in Woodbridg, VA. Call **Raymond Lambert** at 703-595-9835 (1/26)



PARTS & ACCESSORIES WANTED

24 stud '39 - '48 NOS Fathead Block or a Pressure Tested Used Block. Running engine not necessary as long as there is no water in the oil. Call **Clift Hardin**, 703-408-3770 (8/25)



1934 Ford Frame: Looking for very good condition 1934 passenger car frame. Please contact **Mark Luposello**, 703-399-0999, leave message (12/25)



NVRG 2025 Events Calendar



July	
8	Membership Meeting—7:30 PM. Location: Green Acres Center. Program: Central National Meet Review. Speaker: CNM Attendees
9	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.
29	NVRG Board of Directors Meeting— 7:30 PM via Zoom. All are welcome to attend.
August	
12	Membership Meeting—7:30 PM. Location: Green Acres Center. Program: Restoration Updates Part 2. Presenters: John Ryan and Rusty Rentsch
13	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.
24	NVRG Board of Directors Meeting— 7:30 PM via Zoom. All are welcome to attend.
September	
9	Annual NVRG Club Picnic. Occoquan Park, 10:30 AM to 2:30 PM.
10	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.
20	Edgar Rohr Show, Manassas, VA— Call 703-853-2235 for more information
30	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
Restoration Reports	Nick Arrington	Nta1153@verizon.net
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