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Value Clatter

Early Ford V-8 Club of America



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

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Editors: Nick Arrington & Sara Karnish

July Meeting: Central National Meet Review

By Dave Gunnarson

The July Membership Meeting featured a review of the recently completed Central National Meet held in Springfield, Illinois. The NVRG attendees at the meet were Susan and Keith Randall, trailering his 1937 Standard Tudor Sedan, and Sarah and Dave Gunnarson and their two chihuahuas, Isabel and Pancho. Terry Thomann drove his 1938 but only got as far as Ohio when his radiator failed. It took Terry two days to limp home, but a new radiator is on order, so we look to see Terry on future driving adventures. See Terry's story on page 6.



Concourse show field

(cont'd on p. 3)

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Up Front with the President

August 2025



President's Message—August 2025

I subscribe to the old adage “If you can’t say something nice about somebody (or something), don’t say anything at all.” Therefore, I’m not going to (directly) mention the July weather. I will only say that my key to working in a non-airconditioned garage during the past month has been a combination of a floor-level box fan and a pedestal fan. Together, they create a pleasant environment whether working under the car or at the workbench.

Our NVRG calendar shows several major events in September and October. Here’s what’s coming up:

- First, our annual picnic, held again this year at Occoquan Park on September 9th is a family-friendly event that is always well attended. Joe Freund and Nick Arrington are organizing this rain-or-shine event again this year. The picnic replaces our usual evening membership meeting. See the notice in this issue for details.
- Second, our annual Fall Tour is planned for October 28, 29, and 30 in the Northern Neck of Virginia. Tour leaders Dave Gunnarson and Bill Simons have put together a great tour. So, check out the notice in this issue for more information.

Each year at this time we ask for folks to step forward and volunteer to join the Board. Board members serve 2-year staggered terms so half of the members will be finishing their current terms in December. The NVRG board, like any such organization, needs new people with fresh ideas and energy to maintain the club’s vitality. If you have an interest in helping guide NVRG, please contact Jim LaBaugh, our nominating committee chair.

We also are preparing to create and publish a third (expanded) edition of our *Tech Tips* publication. This well-regarded compendium of member articles was last published in 2010. The next edition depends on members submitting new articles. Stay tuned for more details on this initiative.

The program for our next membership meeting (Tuesday August 12th) will be part two of our review of current NVRG restoration projects. In part one, Hank DuBois, Rick Lukens and Dave Gunnarson presented their projects. This month, Rusty Rentsch and I will discuss our restoration projects. The meeting will be held at 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

Valve Clatter

~ 2 ~

August 2025

(cont'd from p. 1)

On our way to the meet, Sarah and I drove to Akron to visit friends. I happened to notice that the Soap Box Derby hill was open as the national championship races were coming up after July 4th. For the 15 years I've been traveling there, this was the first time I could stand at the top of the hill and sense what gravity racing is all about. The Hall of Fame Museum was open, so I wandered in and looked around. No one was there so I took lots of pictures, including one of the very first Soap Box Derby car. It's an original (Rouge class) from 1933 and the only survivor of the original six racers.



The Soap Box Derby racers' view



Old No. 7—the model for the Soap Box Derby logo

We continued to Peoria for a family reunion on Sarah's side for several days. I was able to get away and visit the Caterpillar Museum which happens to be celebrating the 100th anniversary of Caterpillar. The auditorium fits inside the mining dump truck bed! There were amazing machines on display and is worth a visit if you are ever in Peoria.



The auditorium fits inside the dump truck's bed

We also visited the Wheels of Time Museum that features a building displaying exhibits from the EFV8 Regional Group in Peoria. They rotate cars on display and maintain the exhibits. The museum houses some Peoria-specific autos and all sorts of transportation-related items. One that stood out to me is the Glide automobile. Of 4,500 built, only 15 are known to have survived. The museum has a restored car and an un-restored "barn find" with only 4,400 miles on the odometer. The display includes the contents of the shed where it was stored.





A 1916 glide, un-restored, with only 4,400 miles on it!

We arrived at the meet hotel in Springfield to find the registration area packed. Turns out that about two thirds of the attendees arrived early, so the registration table was jammed for the first evening.

On Monday we participated in the Lincoln Museum tour. One side featured Lincoln's life before becoming president, and the other side featured his life in Washington.



Abraham Lincoln Presidential Museum and Library

The displays were amazing, and we learned so much that we didn't know about Lincoln and his life.

Next door is the Lincoln Presidential Library which had one of the 27 surviving original copies of the Emancipation Proclamation on display.

The following day we went on the tour of Lincoln's home, where he lived while practicing law in Springfield. The home is immaculately restored with many original furnishings from Lincoln's days there.



Lincoln's home in Springfield

The activities continued later that afternoon with a tour of the historic Dana-Thomas House designed by Frank Lloyd Wright. The home has practically remained original and kept in good condition since being built in 1904. With over 250 stained glass windows and doors, it was an amazingly eye-catching building.



Dana-Thomas House designed by Frank Lloyd Wright



One of many stained glass windows in the house

Wednesday was the highlight, known as Concourse Day, featuring 79 vehicles on display. Despite the heat, many people enjoyed viewing the cars. There were only 15 point judged cars and 12 Rouge judged cars of the 71 on the show field with the remaining in Touring or Touring A classes.



Keith Randall's 1937 Standard Tudor sedan



1945 Pickup—President's Choice

Thursday featured a Driving Tour along historic Route 66 covering around 125 miles round trip, including a journey on the original brick road and even original concrete from 1929! Driving along sections between corn fields provided a glimpse at what cross-country travel was like almost 100 years ago. The end of the tour featured a BBQ picnic at Springfield Lake.



Part of old Route 66



Soulsby Shell Station in Mt. Olive, built in 1926 and operated until 1991



The Ladies' Luncheon featured a Lincoln re-enactor who was quite convincing as Abe!



Sarah Gunnarson (L) and Susan Randall pose with "Mr. Lincoln"

Wednesday night featured a gathering at a Motor Heads, a local auto-themed restaurant. The place was overflowing with neon signs, memorabilia, and more. Located right along old Route 66, it was an amazing experience.



On the final evening, the banquet hall was filled, trophies and awards were presented. Each attendee received a cookie made by Carolyn Bounds with the meet logo "printed" on it in edible ink. Carolyn also 3-D printed a V-8 lantern with battery-powered interior illumination which served as the table centerpiece. Both Randall's and Gunnarson's were lucky winners at their tables by having the closest birthday to the banquet date. Susan Randall's birthday happened to be that day!



The meet cookie and 3-D printed centerpiece



Ken and Carolyn Bounds were the primary movers and organizers of the meet and did an amazing job. The Northern Illinois Regional Group provided support and made the meet enjoyable and comfortable. It was a great meet, getting reacquainted with familiar friends, making new ones, seeing some great old cars, interesting scenery, and learning a lot about Abraham Lincoln!

OUT AND ABOUT

Springfield or Bust

By Terry Thomann

I had high expectations for the Springfield, Illinois show. I had a minor leak in the upper tank of my radiator, but I thought I could manage it. Unfortunately, it was really hot, and more leaks developed. By the time I had gone from Fredericksburg to just inside Ohio, I knew it was hopeless.

We stopped for the night. Next morning I put in a can of "Stop Leak" and filled the radiator with water. We drove about an hour, stopped, and added 3/4 gallon of water. We repeated this every hour until we got to Winchester, VA, which is two hours from home.

It was too hot to continue so we spent the night. Early the next morning we started for home and made it without further incident. My new radiator from Brassworks should be here in two months.



Longtime NVRG Member Receives Lifetime Achievement Award

By Gay Harrington

I had the good fortune of visiting some of my NVRG friends who now reside at Ashby Ponds in Ashburn, VA, a couple of weeks ago. I had not seen Clem and Sandy Clement in quite a while, and I had never seen their Ashburn home. Or Clem's new train room there. Yes, Clem continues not only his love of trains, but also still has a full room dedicated to some of his finest antique and collectible Standard gauge trains. Clem gave me a private showing of the train room, replete with engines, coal cars, cabooses, water towers, and much more. He even treated me to seeing his "flying pig" in action, which hangs down from the ceiling. When turned on, the spotted pig flaps its wings and takes off, flying delightfully in a circle above Clem's layout, as if perusing it for a landing site.

Wayne and Jane Chadderton, NVRG members who are also residents of Ashby Ponds, came over from their home to Clem and Sandy's place to have lunch with us. Sandra Green also rode in on her motorized bike to meet us at the restaurant for lunch. It was quite a lively gathering of NVRG friends. The food was delicious, and the company even better. We had a nice lunch together and shared some conversation and laughs. I also saw how convenient and accessible life at Ashby Ponds is, what with wide, enclosed hallways everywhere to avoid the heat of summer, and a shuttle bus service that runs from morning to evening. Lots of restaurants, two pools, work out areas, elevators, social events daily, underground parking for resident cars, extra storage spaces in each residential building, and plenty of friendly people. They also have medical staff on duty and can assist in transportation to doctors in other areas. I am happy my NVRG friends have what they need and are enjoying a life with many amenities.

I learned that Clem and others in his train club were planning a two-day train show at Ashby Ponds on July 19th and 20th. I hadn't been to a train show since B.C. (Before COVID), so I showed up a few days after our lunch—on Saturday July 19th—to check out the show and see my friends again.

As it turned out, my timing was very good because, unbeknownst to him, Clem would soon be receiving a Lifetime Achievement Award for his many

decades of service to the Train Collectors Association and its Eastern Division.



Clem in his train room

If you don't know Clem, or don't know him well, you might not realize he fits the profile of a man who faithfully executes all the many duties and tasks he undertakes, whether as a military leader in the U.S. Air Force, a veteran, a community leader, a family member, or a friend. Clem is a man who embraces everyone associated everything he does.

When I first joined with the NVRG, Clem was one of the first to welcome me, ask me about my vehicle, and offer to help me out if I ever needed it. Clem is one very generous person. We've been friends from the first "hello." I would later learn that Clem's wife, Sandy, a former U.S. Air Force nurse, is also kind, generous, full of integrity, wit, and grit. No wonder they got together.

I was not only able to see Richard "Clem" Clement accept his lifetime achievement award, I was also able to speak to the Eastern Division of the Train Collectors Association representatives Michael S. Oher and Ryan Newman after Clem's award presentation. I asked Michael if I could take a photo of the speech he gave (typed on paper), because I wanted to "get it right" when I wrote this article, and he said, "You can keep this copy if you'd like." Another kind and generous fellow.

The MOST important thing to know about this award is that it shall continue every year. Each year, someone in the Eastern Division of the Train Collectors Association (TCA), the national club of which Clem served as President for many years, will

receive an award which bears Clem's name to honor exemplary service.

I was fortunate to witness the establishment of the RICHARD "CLEM" CLEMENT LIFETIME ACHIEVEMENT AWARD which annually recognizes someone whose lifetime of work furthers the mission and values of the Eastern Division of the TCA, just as Clem has done throughout decades of service. Here is some of what Michael said when addressing our NVRG friend, Clem Clement, and presenting him with his award:

"It is my distinct honor to present the inaugural Richard 'Clem' Clement Lifetime Achievement Award—an award that bears the name of a man whose service, spirit, and leadership have shaped both the Eastern Division and the Train Collectors Association as a whole...Through your involvement with the Eastern Division, as well as your involvement with the Standard Gauge Module Association, and various other hobby organizations, you have helped bring the magic of tinsplate trains to life for collectors and operators of all ages...Clem, your name is more than a signature—it is a symbol of service, of generosity, and of what it means to build a community that endures."

I'm sure I speak for many in the NVRG when I express how proud we are of Clem's service, unselfish generosity, and contagious joy for life that he so readily shares with all those he meets. Well done, Clem!



Michael S. Oher presenting Clem with his award



Front row (L-R): Michael Oher, Clem Clement, Sandy Clement, Jane Chadderton, Ed Beaver
Back row (L-R) Ryan Newman, Norm Beaver, Gay Harrington, Wayne Chadderton



Clem with Norm Beaver, who builds custom Modern Era trains, at an Ashby Ponds train show



Clem's plaque and Certificate of Lifetime Achievement

Lost But Not Forgotten

By Dave Westrate

It's now been over a year since we lost our friend and car club member Ken Burns. Ken and Helen have a pair of 1941 Super Deluxe Ford Woodie Station Wagons—one green and one black—and have been club members for many years.

When Ken fell ill, and later passed away, he had been working on a complete brake overhaul on the green Woodie. Several club members responded to Helen's request to assess the status of the cars in February. Ken's brake job appeared to be almost finished, and parts and tools were still near each wheel. On the initial visit, members Dave Westrate, Bill Simons, Hank Dubois, Keith Randall, John Ryan, Frankie Martin, and Bill Selly were able to bleed the brakes but could not get a firm brake pedal. A return trip would be required. On the subsequent visit Bill Selly, Hank Dubois, Dave Westrate, Nick Arrington, and Bob Vignola again worked to put everything together and test the brakes, but could only get a mushy brake pedal. After much discussion, it was decided it would be best to get the car to Nick's garage and on his lift where it would be easier to diagnose and work on the issue. The other black Woodie needed very little attention, and we were able to start it with no problem.

A few weeks later, we returned to Burns house to move the green Woodie—with the brake problems—on to a rollback car hauler and up on a lift at Nick's garage.



Let's take a closer look

Several days later, Nick—with his wife Kathy pumping the brake pedal while he bled each corner—was able to bleed the brake system and make the adjustments needed so the car has a completely new brake system as Ken intended. Nick also switched out the old gas for some fresh gas, put in a new fuel pump, found and identified a switch that controlled an electric fuel pump, put cotter pins in the axle nuts, tightened the wheel nuts, and a few other things. The car was returned to the Burns house again via a car hauler on July 24, 2025, and we installed the hubcaps and front floor mat. Many thanks to all that helped with the project.



Special delivery

Both cars now start and stop. Everybody was very pleased with the progress that was made and commented so many times that Ken Burns would have done the same for anyone. One car will go to his daughter Kathy in Maryland and the other to his son Chris who lives in California. Thanks to everyone who participated in this effort.



Dave, Nick, Helen, Hank, granddaughter Ann

**Berryville Steam Show
Day One—Friday, July 25, 2025**

By Nick Arrington

I don't know what was hotter—the steam engines or the weather. On a 95-degree day I headed out to attend the annual steam show. No shortage of tractors, stationary engines, doodlebug tractors or laying hens. That's right. There were hens laying eggs in the flea market. You can't get any fresher than that. I think you could even buy the hen.

In the auction section, a 21-stud flathead powered a PTO for a wide belt application would be offered at Saturdays Auction. It's a good thing I had work planned for Saturday or I probably would have dragged it home. Hank Dubois would have been proud of the Farmall units on display. The bean soup vendor was there, but it was too hot for soup. Plenty of Sno Cones were flying off the shelf. I also realized the John Deere lawn Tractor I purchased in the 80's now qualifies as an antique.

Despite the heat I had a great time. It's cool when all the steam engines blow their whistles at Noon.



Hank Dubois' childhood memories



21 stud with belt PTO

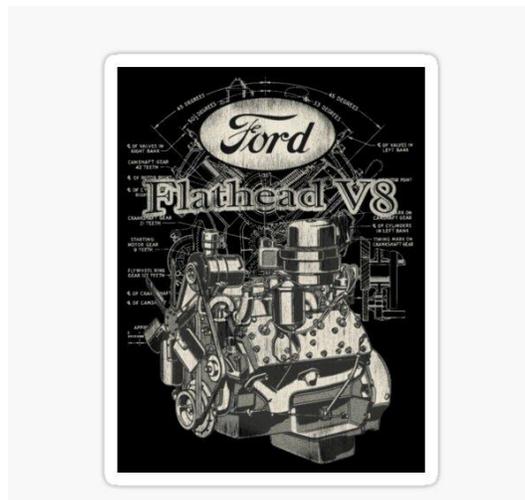


The club is looking to revise the familiar *Tech Tips* booklet first introduced by Cliff Green in 2007. We're looking for service tips, mechanical short cuts, field/roadside fix cures, notices about poor quality reproduction parts on the market, interchangeable parts/part numbers, etc. Send any and all ideas to Editor Nick Arrington at nta1153@verizon.net where our crack team of journalists will review all submissions and credit the individual responsible for the information. This booklet was a source of club information along with calendars for years and we would like to bring it back again.

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The NVRG is looking for a few good men and women who are interested in serving on the NVRG Board of Directors in the year ahead. Each year, as terms of current board members expire, the club holds an election to maintain a full roster of 11 Board members.

Consequently, during the September Membership meeting (which is the September Picnic), the membership is presented with the list of those who have stepped forward to help the club continue to function. If you are interested in volunteering to be on that list of nominees in September, please email Jim LaBaugh at jlabough@verizon.net.



A Vintage A-V Build: Vol. 7—Front Suspension Challenges and Victories

By Chris Elenbaum

Yes, I'm sure some of you more experienced motorheads out there were expecting a few columns from me about setbacks and challenges. If you've been following my progress for the last six months on the 1931 Ford Model A conversion to a flathead V-8, you've seen a few problems conquered already. Alas, the AV-8 project has run into a few more temporary roadblocks over the last few weeks, particularly as I've tried to build a front end that would be reasonably period correct for a pre-war hot rod. I was expecting to be a piecing together wishbone parts by now but haven't gotten that far yet. Last month, I was in the blacksmith shop taking the wishbone and axle apart with a BFH and a big-ass torch when the 20-ton was found to be useless for the task, but this month I'm still dealing with perch pins, leaf spring, axle re-mounting, and shock absorber ideas.

After installing my modified cross member a couple months ago, I started to see how much the front suspension geometry would be affected by the new mounting location for the wishbone apex, and I also realized that the leaf spring and later model drop axle needed to be mocked up so that I could take an accurate measurement of the new wishbone length. I've been accumulating parts for this task for a couple months after consulting Mike Bishop and Vern Tardel's guidance in *How to Build a Traditional Ford Hot Rod*. They recommended modifying the original Model A perch bolts by cutting off all the extraneous mounting points on the top of the bolt, leaving only the spring perch eye with the bushing in it. The problem with this approach is that the bolt is not long enough to go all the way through the later model axle that I acquired. The Model A perch bolt is shown in Figure 1 on the left side of the image. But it turns out I acquired a set of perch bolts from the hot rod whisperer that are a bit longer and are already devoid of the other mounting points, saving me a lot of cutting and grinding.

Now luck would have it that the inside diameter of the eye on those bolts is larger than the original Model A eyes (Fig. 1 perch bolt on the right – note there is no bushing installed), so of course, the bushing from the Model A part doesn't fit. Scratch the easy solution off, so my next move was to hunt down a bushing or a shackle set that would fit correctly.



(Fig. 1) From left to right, Model A perch and shackle, new perch and later model Ford replacement shackle, Speedway Motors aftermarket shackle

A quick Google search turned up a set at Speedway Motors, so I went ahead and ordered it (Fig. 1 – shackle on the right). Of course, luck had it that the nylon bushings were too large for my perch pins. After deciding that turning the nylon down would make the bushings too thin and weak—and that I didn't think nylon would be used on a pre-war hot rod anyway, no duh, right?—I went hunting through another box of old junk that Clem threw into the back of Uncle Raeman when he turned him over to me as his next caretaker. Yes, the same Uncle Rae 1939 Ford Pickup truck that recently won a major award at the Fairfax, VA car show. Yes, and also the same truck that leaked 5 gallons of gasoline all over the curb at said show.

And to my wandering eye appeared another set of shackles from a later model Ford (Fig. 1 center), but this set is for a wider spring—2.2 inches wide vs. the Model A's 1.6 wide leaf spring. The most important thing is that the inside bushing diameter is correct for the original Model A shackle. Hot damn! I got to do what old hot rodders did back in the day...find stuff that sort of fits and make it fit. So, I went ahead and completed the work (Fig. 2), turning the bushing down to a press fit, pressing them in, cutting off the extra length, and then

grinding down the ends of the perch to fit the Model A shackle correctly.



(Fig. 2) Complete perch modifications

My next issue was to sort out the shock mounts. Ford didn't start widely using tube shocks until after the war—like 1947-48. But I can't seem to get myself to accept the idea of a hot rod with a wishbone suspension using those old lever shocks which provide virtually no roll control at all. Uncle Rae has this problem. He feels like he's taking me out for a seasick fishing trip every time I drive around town. I make my passenger move to the centerline of the truck whenever I make a left turn—and I move there when we go right. Uncle Rae rolls even when I hang my left turn signal arm out the window too fast. And I don't dare try to make my arm act like a blinker. That's likely to induce a divergent oscillation. Sorry for the engineer speak...for any non-engineers, think of an overweight kid on an underinflated hippity hop.

So, I think I just made my first pre-war compromise, favoring a post-war invention. I took a play from Bishop and Tardel again and went ahead and ordered a set of remanufactured F1 truck front shock mounts. They sure were pretty when they arrived...and then I cut them up on the band saw and put the hand grinder to 'em. The trick is to cut below the top mounting hole, rotate the bottom 90 degrees and weld them up again. To get the piece nicely aligned at 90 degrees and stationary to weld

I made a quick jig with a piece of sheet metal and a few nuts and bolts (Figure 3).



(Fig. 3) Shock mounts in a kluged up jig for welding



Figure 4: Completed front shock mounts ready for some polishing

Well, I feel like I conquered a few more challenges with the same kind of ingenuity that an old school hot rodder might. Despite the slow progress, the process has been quite enjoyable. Stay tuned next month when I hope to have some pictures of most of the front suspension put back together and hopefully a wishbone that fits too, but no promises. It sure is hot out this summer and I'll bet not too many of you are jumping at the chance to bring your old cars out of the garage. It seems like a great time to rebuild a carb or take on some long-overdue maintenance tasks. Keep those horns honking and wheels a turnin', gang!

2025 NVRG Fall Tour—Tuesday, October 28-Thursday, October 30



It's time to sign up and make reservations for this year's fall tour. We are returning to the highly recommended Cheek House at Stratford Hall where we stayed last year, but this year will feature other tours and activities. Please let Dave Gunnarson know if you will be on the tour. We already have 14 people signed up!

This year's tour is designed to be fun, relaxing, educational, and entertaining. Hope you can participate.

Approximate Itinerary

Tuesday 10/28 - For those in Northern Virginia, we will leave around 9 AM and drive to Fredericksburg. There we will have a private docent-led tour of historic Kenmore House. Afterwards we will walk to a restaurant for lunch and then proceed to Stratford Hall, near Montross, VA, after a stop for frozen custard at Carl's.

A group of rooms has been blocked for our group at Cheek House. We will stay there two nights. To make reservations at Stratford Hall, please call between 9 am and 5 pm weekdays at 804-493-1967 and mention that you are with the Northern Virginia Car Club. You can also make online reservations at <https://us01.iqwebbook.com/SH2VA237/> The hotel cost is \$149 per night and included full passes to the buildings and grounds for both days. Since you only pay for your room once you stay and you can cancel your reservation up to 48 hours in advance, I recommend making your reservations sooner than later. Dinner that night will be in Montross.

Wednesday 10/29 – In the morning we will drive to nearby Menokin House, again for a private docent-led tour. Afterwards we will take back roads and make our way to Kilmarnock for lunch at Hope and Glory Inn--oysters, beer, gourmet hotdogs, and wine tasting set up just for our group. After lunch we will return to Stratford Hall, with a possible side trip



**August 2025
NVRG Membership Meeting
Restoration Updates – Part 2**

This month features a look into more EFV8 restorations underway by John Ryan and Rusty Rentsch. With fewer restorations being undertaken actively, this is a good chance to hear about the considerations being made by these folks in the age of changing parts availability and a diminishing number of experts available to help solve difficult rebuilding challenges.

Date: Tuesday, August 12, 2025

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

Place: Green Acres Community Center, Downtown Fairfax

That's still in development. For those who haven't toured Stratford Hall and museum, this will be an excellent opportunity to do so. Dinner will be at another restaurant in Montross.

Thursday 10/30 – First stop will be the George Washington Birthplace National Monument, followed by lunch in Colonial Beach and drive home on your own.

A full Tour Package with a detailed itinerary, driving instructions, and additional information will be out in early October (prior to Hershey Week).



2025 NVRG ANNUAL CLUB PICNIC

Let's Drive Our Old Fords

WHEN: Tuesday, September 9, 2025 – RAIN or SHINE

TIME: 10:30 AM to 3:00 PM – You are welcome to arrive early and depart later. We have Shelter 4 all day.

LUNCH TIME: 12 Noon buffet style

WHERE: **NOVA PARKS – Occoquan Regional Park**
9751 Ox Road
Lorton, VA 22079
SHELTER 4

FOOD: Provided by Willard's Real Pit BBQ

Choice of:

- Pulled Chicken
- Hot Sausage
- Beef Brisket
- Sandwich Rolls
- Cornbread
- Baked Beans
- Potato Salad
- Cole Slaw
- Homemade Pickles
- BBQ Sauce

WHAT SHOULD I BRING: **DESSERTS ARE WELCOME**
A comfortable folding chair if you wish, your favorite beverage (non-alcoholic)

COST: \$15.00 per person

PAYMENT: Please make your checks payable to **NVRG**

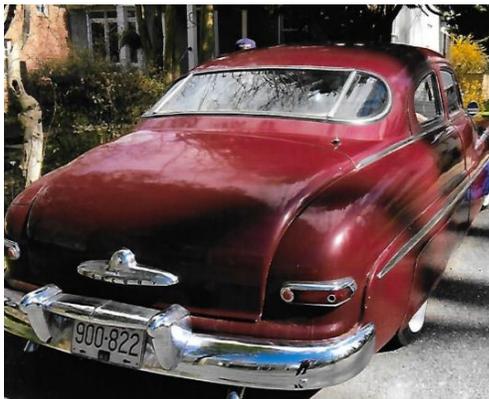
MAIL CHECKS TO: Joe Freund
650 Springvale Road
Great Falls, VA 22066-3304





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 Woodbridge, VA. Call **Raymond Lambert** at 703-595-9835 (1/26)



Ford 6- & 12-Volt Generator Repaired and Restored. I have a variety of restored Ford generators available, model T, A, B and V8, 2 and 3-brush. I can repair or restore yours too. Pick up and deliver to the NVRG monthly meeting. Also looking for V8 generator parts and cores. **Steve Blancard** at splitdorf@cox.net or 540-809-2046



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



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 Regional Park, 9751 Ox Rd Lorton, VA, Shelter 4, 10:30 AM-3:00 PM. Food served at Noon. See enclosed notice with reservation form
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.
October	
1-5	Fall Carlisle.
7-10	Fall Hershey.
14	Membership Meeting —7:30 PM. Location: Green Acres Center. Program: Hershey Fall Meet Review
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.

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