



www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

Volume XLVII, No. 9, September 2025

Editors: Nick Arrington & Sara Karnish

August Meeting: Restoration Project Updates

By Rusty Rentsch, Dave Gunnarson, and John Ryan

The August NVRG Membership meeting featured an update on three restoration projects. Rusty Rentsch showed us progress on his 1969 Torino, Dave Gunnarson updated his truck restoration progress, and John Ryan led us through the long journey with his 1932 Tudor Sedan—from his initial purchase many years ago, driving it across the country, and the steps he has taken to restore it back to its original configuration.

1969 Torino Rustoration – by Rusty Rentsch

Many years ago, I lived in Hamilton, VA. This 1969 Ford Torino GT Fastback was about 4-blocks from my house, just sinking into the front lawn of its owner. The car had not been on the road since 1986. I moved away from Hamilton and would occasionally drive by the car to see if it had moved. Speaking with the owner's neighbors, I was told he received many offers but would never part with it. Driving by one day, I noticed the owner was home. Knowing he was a bit protective of the car, I approached him for permission to look at it. Not only did he allow me to look at the car, he asked if I wanted to buy it, so I did. I arranged for a tow service to transport the car back to my house. A very skillful rollback operator was able to extract it from the mud, leaving the dual exhaust behind. The rear wheels were locked up, so the Torino was dragged onto the truck and subsequently rocked off when we unloaded it onto my driveway.

My son and I cleaned up the Torino and found that the engine, a 351W, was struck. I was looking forward to trying to figure out why it was locked up, but instead we bought an incomplete basket-case 351W that came out of a 1980's something Bronco, thinking an engine rebuild was inevitable.



This donor motor had a spun rod bearing and was missing the intake manifold. Before I endeavored to get the crankshaft reworked, I discovered another craigslist find and purchased a freshly reworked 351W crankshaft with NIB bearings.

My son and I rebuilt the donor motor which needed several necessary modifications to get it configured for the 1969 Torino.

(cont'd on p. 3)

IN THIS ISSUE

President's Message	Page 2
Out and About	Page 5
Tech Tip	Page 8
Help Wanted	Page 11
Upcoming Events	Page 12
NVRG Picnic	Page 13
Automart	Page 14
Events Calendar	Page 18



Up Front with the President

September 2025



President’s Message—September 2025

September and October are two of my favorite months, not only because of the usually pleasant weather but also because there are so many NVRG activities and other opportunities to get out and enjoy the antique car scene along with like-minded folks.

Here’s what to look forward to:

- Our annual picnic is at Occoquan Park on September 9th. It replaces our usual evening membership meeting and is held rain or shine. Please sign up in advance so we can order the right amount of food. Contact Joe Freund if you plan to attend. The notice in this issue has the details.
- The AACA Hershey meet, October 7 - 10. Traditionally, NVRG attendees meet for breakfast at the NVRG campsite and/or for dinner at our favorite local restaurants. If you plan to attend, please contact Dave Gunnarson, who organizes the camping, breakfasts, and dinners, and also maintains a list of NVRG member vending spaces.
- A possible lunchtime meetup to display our V8s at a local senior living community is being planned. Stay tuned for more details.
- Our annual Fall Tour will be on October 28, 29, and 30 in the Northern Neck of Virginia. We have reserved all the rooms (15) in a very attractive hotel. With 14 couples already signed up, only one room is available. So, review the notice in this issue and sign up soon.

I will be traveling out of the country most of September and will be unable to attend our picnic. However, I do look forward to seeing you at Hershey and/or on the Fall Tour.

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

The Bronco motor bolted up to the motor mounts nicely, but to install it into a 1969 Torino it needed to be refitted with a passenger car oil pump and pan, a 1969 Ford timing chain cover to relocate the dipstick from the side of the engine to the front, reconfiguring the camshaft with an eccentric to run the fuel pump, and replacing the serpentine belt accessories to fit the 1969 v-grooved pulleys—not as straightforward as you would expect. As with so many refits and adjustments, I named the donor engine "Frankenwindsor".



With Frankenwindsor installed and running, I brought the Torino to a welding shop near Warrenton to begin work on fixing rot on the frame and replacing floor pans and torque-boxes. So, the welder agreed to take on the project as soon as I disassembled the car. As such, out came the freshly rebuilt Frankenwindsor, off came fenders, glass and body parts, out came the interior, and more. The Torino lived and drove on its own power for a few hundred yards and then went away for major surgery.

The Torino is now on a rotisserie at the welding shop waiting for the welder to finish up other projects. In the meantime, I have been de-rusting, painting and rebuilding all the suspension steering and drive-line parts in my garage.



While scrounging for parts, I found a cache of Torino parts from a seller up in Boonesboro, MD, who supplied almost everything I needed to convert the bench-seat, column shift, set up to a way cooler Bucket seat, console, and floor shift car.

After I finish reupholstering the seats, I will begin painting all the interior parts and getting them ready for the eventual return of the car to my home garage.

And then let the body work begin!

Truck Restoration Update – by Dave Gunnarson

I provided a quick update on a couple things that have happened recently during my 1935 truck restoration. First, I assembled the front axle, not knowing there were left- and right-hand kingpins. Of course, I put them on the wrong side, which I only discovered when attempting to install the brake rods. The only fix was to disassemble the front axle down to removing the break backing plates (each with six bolts with cotter pins). It was disheartening to take apart something I thought was all finished, but now it's all back together with the kingpins on the correct sides.



In my quest to get the restoration as accurate as possible, I was able to figure out the shape, size, and location of four metal clips which hold the speedometer cable and the air and fuel lines to the side of the frame. The parts books provide scant information on these parts so fortunately I had a Ford Sketch drawing which really helped. With a little bit of deduction and a photo of one clip from an original truck, I figured it out and now have the correct clips installed in the correct locations.



1932 Ford Tudor – by John Ryan

My presentation covered my 60+ year ownership of a 1932 Ford Tudor. It described the first few years when it was my sole means of transportation and then focused on the “rebirth” which began in 2009.



I bought the car in Arlington, VA in the fall of 1962 – parked on the street with a “For Sale” sign on it. It was a low-budget hot rod with a complete Chevy drivetrain: a 265 Corvette V8 engine, 3-speed trans and rear axle. Brakes were ‘40 Ford in front and ‘55 Chevy in the rear, operated by the fashionable (at the time) firewall-mounted swing pedals. Otherwise, it was factory original: a very solid body with a well-worn interior. After minor repairs and having the car painted, it was ready for the road in late 1963.

As my only vehicle, it first took me to California in 1966 to go to graduate school and then to Connecticut for my first job. It came back to Virginia with me in the mid-1970s. The trip to California was especially memorable – a triumph of youthful enthusiasm over total naivete. Overenthusiasm certainly governed the late-night session rebuilding the carburetors - Corvette dual four-barrel Carter WCFBs! Early the next morning, I left for California. The first overnight stop was Chicago - 750 miles away! Nevertheless, the entire trip to CA was uneventful. In California, I discovered radial tires (recently introduced in American car sizes) which replaced the “gum-dipped” Firestones, totally worn out after the trip. I also discovered and joined the Early Ford V8 Club.



Flash forward to 2009 or so. I decided to resolve the significant 1962 chassis modification issues and bring the car partway back to original. The goal is to convert back to a flathead Ford engine and drivetrain but retain its functionality as a go-anywhere road car. The first phase of the rebirth was moderate metal work – repairing body rust and the chassis hacks from the Chevy engine and drivetrain. With Bill Firth as the metalsmith, this work turned out beautifully.

After the basic metalwork was done, in 2011 I began to focus on the chassis (phase two). A lengthy process! First came research – factory originality, desirable modifications, etc. Second was acquiring, modifying and refinishing parts. A significant modification was my use of Chrysler drum brakes in front. At the rear were the familiar Ford Lockheed brakes.

My journey down the chassis restoration road encountered a number of unexpected potholes. The presentation described several “memorable” examples, most notably several in the rear axle. Beginning in 2023, I began to assemble the rolling chassis. In parallel, a shop was doing final bodywork and paint preparation. The body in primer and rolling chassis were reunited in March 2025. The car is now being treated to final paint.



Maine AACA Tour—There and Back*By Milton Sprecher***On the road to Maine**

Up to this time, all my touring in my '51 Ford has been on local tours. I have been interested in national tours for a while but have not participated in one. When I read about an upcoming AACA tour in Northern Maine, I was interested.

I previously wrote about preparing my car for the 800-mile trip to Maine. I was apprehensive, but I know Bill Simons often drove his woodie to his summer place in southern Maine, Frank Miller would drive his '49 Ford to national meets thousands of miles away, and Cecil Polan drives his 1950 Ford all over the country. A '51 Ford is a pretty modern car, and Thetan Ogle drove his Model T across the country and back, so why can't I drive to Maine in my car? Well, you can't if you don't try.

I started my journey on Saturday, August 8, driving to outside Annapolis for a college reunion. I was due in Maine on the 11th, but I didn't want to miss the college reunion and crab feast and figured I could leave from there and take 301 north to the Delaware Memorial Bridge.

I discussed a route with Bill Simons. As many know, he takes the NJ turnpike, going across the Cuomo bridge to avoid NYC and I figured I would do the same. I set our first night's stop at a hotel in Tarrytown.

Given weekend traffic toward the Bay Bridge our route to Cape St. Clair was more complicated than I anticipated, but we made it and enjoyed the crab feast. We left around 4:30, anticipating a 4-hour drive to Tarrytown.

We made good time and the car performed well. We stopped for gas once in Delaware and I was pleased with the initial gas mileage. We got to the New York area at dusk. I wasn't crazy about driving in that area in the dark in a 75-year-old car, but we made it to our hotel without a hitch.

We left early the next morning to go to Beverly, MA, to spend some time with my son and his wife and son. That leg of the trip also went well, and I was very pleased to get almost 21 mpg on the next tank of gas!

When we got to Beverly, my son wanted to take a drive in the car as he had never driven it. When we put the top down, there was an ominous clunk. We saw a bolt in the top mechanism that was too long and hitting another piece in the top mechanism, so we removed it and cut it down to size. While in Beverly, I also showed Shuyan how to drive the car so she could help with the driving. We had a nice visit with family and spent another night before continuing on the final, and longest, leg of the trip.

We had planned to meet up with Bill Simons, Grove Newcomb, and Keith Randall in Maine. When I connected with Bill, he had to cancel because his wife Liz was ill. We agreed to meet the others at the service plaza in Gardiner, Maine. We met up with them and continued the rest of the trip to Presque Isle, Maine for the tour.

We didn't have a minute's trouble with the car. The gas mileage averaged between 18 - 21 mpg which pleased me very much. The car has overdrive and it seemed to work well. The kick down switch does not seem to work, but otherwise it did well. We didn't need to add any oil on the way up, so it was an extremely successful trip.

Presque Isle and the AACA tour

Presque Isle is located on Rt 1, in Aroostook County, close to Maine's eastern border with Canada. Wood products and farming are the primary industries. 97% of Maine's famous potatoes are grown in Aroostook County. One farmer told us that they grow 160 different varieties of potato there. The county is one of the largest in the United States and larger than three of the smallest states.

Presque Isle was the headquarters of our tour, with trips leaving from there every day, going northwest, south, east and north from there each day. The tour leader was Craig Green, president of the Maine chapter of AACA, and he prepared a busy itinerary for the group.

Around 50 cars participated in the tour and just over 100 participants, mostly from Maine, Pennsylvania, and Massachusetts. The oldest car on the tour was a 1928 Graham, although it only participated in the tour on the last day. The cars had to be newer than 1928 and were mostly cars of the 60's 70's and 80's, with a few older cars sprinkled in. One of the most noteworthy cars was a 1935 Auburn boat tail.

Other early Ford V8's included another 1951 convertible and a 1939 convertible sedan. There was a 1933 Ford V8 pickup, but it suffered some overheating problems and didn't participate much in the tours. Grove Newcomb brought his 1955 Ford Ranch Wagon and there was a nice 1955 Skyliner convertible.



On the tour

The first night included a reception at the tour organizer's garage in a neighborhood in Presque Isle. Those of us who live in town were envious of his ability to build a garage of that size in a residential neighborhood.

The first official day of the tour was Tuesday, August 12. The weather in that area of Maine was in the mid 90's, so as hot, if not hotter, than the temperatures in the Mid-Atlantic. Our first day's travel took us to the northwest, up to the Fort Kent area. We were to stop at a log garrison house, a relic from the Aroostook War in the early 1800's, but road construction blocked the road, so we had to detour. We made a stop at the Ayotte Farm Museum to look at some old tractors, mostly International Harvesters. Our lunch stop was at the Lakeview Restaurant, overlooking Long Lake. After lunch, our route took us over a causeway to Pelletier Island. We then drove to Madawaska, the northeastern most community in the U.S.

Our next stop was the Musee Culturel du Mont-Carmel, a historic Catholic wooden church built in 1910, which has been undergoing a restoration for many years. We then had the obligatory ice cream stop before heading back to Presque Isle. Total mileage for the day was 180.



Wooden Catholic church built in 1910

Wednesday, we headed south to Houlton, where Rte. 1 and Rt 95 divide. At Houlton, we visited a WWII base and saw a WWII control tower and hangar which was also the site of one of two POW camps from WWII. The tour continued and we were 50 feet from the US and Canadian border, driving through rolling farmland. There are quite a few Amish and Mennonite farms in the area.

In the southernmost part of Aroostook County, we saw dairy farms and Mount Katahdin, which, at 5268 ft, is the highest peak in Maine. We had lunch at Shin Pond Village which featured Maine red hotdogs and hamburgers. I'd already had my annual hot dog, so I didn't partake.

Our next stop was the Patten Lumberman's Museum where we saw some historic films and artifacts of the logging industry. Heading north to Presque Isle, we travelled up historic Route 11, a Scenic Maine Byway and again had an ice cream stop. At this stop I encountered a gentleman who had sought out our group to try and give away a Model A Ford wheel and some "brand new" Allstate tires he had bought for his Model A in the 1970's from JC Whitney.

In the evening, there was an optional tour of the 1875 Vera Easley house museum which had a nice collection of her amazing hats, one of which had a stuffed bird on the top. This was before this practice was outlawed. The house has been maintained as it was when Miss Easley owned it and donated it to the Presque Isle Historical Society.

The weather turned somewhat normal on Wednesday night, so we were greeted by cooler

temperatures for the rest of the week.

Thursday's itinerary featured a tour to Fort Fairfield and the Aroostook Valley Country Club. This golf course was built in the Prohibition era. The parking lot and pro shop are in the United States, and the clubhouse and golf course are in Canada. This allowed people from the US to have an alcoholic drink. A USA border monument separates the parking area from the course, and we were able to walk up and touch them but were warned not to cross into Canada.

Our tour then continued through another Amish area and on to Mars Hill. We drove along a commercial wind farm and were a few feet from the massive wind turbines. We took a gravel road around the mountain containing the wind farm, which is less than 100 ft from the Canadian border and stopped for lunch at the Big Rock Ski Lodge. The local historian, Kim Smith, a tour participant, gave a talk on a famous bank robbery from Mars Hill. We then toured the first state park in Maine, the site of the takeoff for first Trans-Atlantic Balloon Crossing site. We arrived at a historic one-room school for a history lesson on the Double Eagle II balloon that flew from Presque Isle to France in 1978 for the first successful Trans-Atlantic balloon flight!

Back in Presque Isle, the tour cars participated in a car show where a couple of blocks of the main street were closed and featured, in addition to our cars, a live band, food trucks, and other attractions. Town residents seemed to enjoy the event, and we enjoyed talking about our cars.

Friday, the final day, featured a trip to the decommissioned Loring Air Force base. When it was built, this base was the largest site for nuclear weapon storage in the USA. It held over 10 million lbs. of explosives and the flightline fuel tanks held over 9.1 million gallons of jet fuel. We visited the air museum, the Arch Hanger, one of 2 in the US, and the second largest in the world. It could hold two B-36 Bombers. At over 90 feet high and 314 feet in length it is now being converted to hold and maintain planes as large as a 747.



This was our lunch stop that featured Maine Lobster rolls. Leaving lunch, we traveled back to Presque Isle to visit the Maysville Museum, with Civil War, Aroostook War, 1-room schoolhouse and agricultural exhibits, then to the Presque Isle Army Airfield Museum. There, we learned about the history of the base and departure location of the North Atlantic Route, pioneered by Pan Am pilots in the 1930's. This route, beginning in Presque Isle, carried much of the cargo and new aircraft during WWII to England.



One room schoolhouse on Presque Isle

Friday evening featured the closing banquet held in a hall into which we drove our cars, parking in a ring around the dining tables. The dinner included boiled lobster, clams or steak, plus a Maine potato baked with a link of sausage in the middle. A new one for me. There was a short program featuring AACA president Dave Anspach and tour director Craig Green, who gave a few awards to those who made the tour possible.

It was a great tour, if a little hot on the first few days. There were few breakdowns, although the tour director occasionally used right for a left turn and vice versa, but we were quickly back on our way. Thanks to Craig Green for some information used in this article.

The return home from Maine

On Thursday, August 14, we were putting the top down and I heard a clunk. I have been very careful putting the top up and down since I had it repaired. I didn't like the sound but didn't investigate. When we went to put the top up on Thursday evening, I discovered that one of the top

pieces had broken. The rail casting, in Ford terminology, is one of the lower pieces on the side. I took a look on the driver's side and that piece had a small hole drilled through it. Not sure if that was the case, but it was broken. And on my birthday, to make it even worse.

After the car show on Thursday evening, I worked to put the top up because the drive home with the top down was not appealing. Keith Randall helped me, but, unfortunately, in the process we broke the rail casting on the other side. We did get the top up. Fortunately, the pieces are reproduced. They are not cheap and Seatco will need to put them in, but at least they can be replaced. I need to figure out why these pieces broke, however. Not a great way to end the trip.

We left early in the morning on Saturday, the 16th, to head home. We drove to my son's in Beverly, MA again and had another nice visit. Originally, I had thought we would divide the return trip into three sections like we did on the drive up. I thought about spending the second night near Moorestown, NJ. Talking it over with my wife, she suggested we try to make it all the way home on Sunday. I was game, and if we had to make a stop, we would.

We got an early start on Sunday and shared the driving. We made good time, arriving home in about 10 1/2 hrs. Gas mileage was similar to what we saw on the drive up. I did add about a quart or so of oil, which was more than on the drive up.

We hit some rain when we were about 15 minutes from home and when I turned on the wipers, they did not work. Thank goodness for Rain-X. I have read where some folks have used brake fluid to get their vacuum wipers working again, so I will give that a try.

All in all, an excellent trip, save for the top pieces breaking. It took me a couple of days to get over that misfortune. I also noticed the tires are wearing significantly on the outside edges, so the camber needs adjusting.

I plan to reconnect the second carburetor to get the dual carbs to work properly and see what effect that has on performance, including gas mileage. The priorities are getting the front end aligned and the top fixed. I ordered the top pieces and they will arrive by Labor Day, if I am lucky. I plan to take the car on the Northern Neck Tour, so hopefully I can get everything repaired by then.

An old mechanic's trick that is worth remembering, courtesy of Steve Blancard:

When you need to install a new bearing on a shaft, set the bearing on an upturned incandescent 75w light bulb for about 5 minutes. The inner race will set on the bulb's glass, conducting the bulb's heat causing the race to expand slightly. The bearing can then be easily slipped on the shaft, no press needed. The race will contract as it cools, locking onto the shaft.



A Vintage A-V Build: Vol. 8—The Joy of Front Ends

By Chris Elenbaum

I am so pleased to report that my hopes for good front suspension progress were met this month. If you've been following along since January, you've learned quite a bit about my traditional Model A V-8 conversion project. My goal is to build a pre-war hot rod using vintage parts and very few modern aftermarket catalogue parts. Despite the August heat, I made quite a bit of front-end progress and started preparations for the rear end and some engine block machining work.

My first task was to sort out a proper wishbone. I started by hanging the front axle from my rebuilt leaf spring using the spring perches I modified to adapt Model A shackles to a '33-36 front axle. This included a set of '35 wishbone arms mounted to the axle as normal, but the wishbone was split (or cut) at the point where the tubular sections meet with the cast iron bridge and ball assembly.

I retained as much of the tube length as possible. Of course, hanging the axle from the spring only gives an approximate position and does not address a possible twist in the spring or a leaning fore or aft.

So, the next step was to "square" the axle assembly up to the frame using a tape measure and some carpenter's squares precariously clamped in a couple of places that make the most sense. I wish I had taken a picture of that mess. Next, I mounted a complete unmodified Model A wishbone into the ball mount of my fabricated center cross member. I then brought the bones together to mark where to cut the Model A wishbone, retaining a portion of the tube length equally on each side. If this sounds confusing, it was more confusing to sort out how to do it and then obtain a consistent result. A laser level might have been helpful with all of this, but the old school hot rodders had no such luxuries. After making my marks, I cut the Model A wishbone, retaining the bridge and ball as well as the required portion of the tubular sections on each side. I then prepared the tube ends and welded the bridge and ball assembly to the '35 bones. Figure 1 shows the finished weld.



Figure 1: Wishbone weld



Figure 2: Wishbone comparison

Figure 2 – top, shows the complete modified wishbone. The old overhanging spring perches were previously cut off and the ends ground nicely. Figure 2 – bottom, shows a stock Model A wishbone for comparison.

My second project was to install the upper shock mounts I fabricated last month from a set of F1 truck mounts. This proved pretty straight forward. They are mounted to the side of the frame using the two front cross member rivet holes opened up for 3/8-inch bolts. As I looked at them closely, I realized they had a twist to them. It turned out that my simple welding jig didn't consider that possibility. But good luck prevailed as I simply swapped them with one another, which gave a better fit. Another little secret is that a little frame imperfection courtesy of Ford manufacturing in 1931 also makes the left one, which was twisted more when welded, look straight. Better lucky than good sometimes.

With a mounted axle, wishbone, and spring assembly, I turned my attention to spindles and brake backing plates. For this, I looked in my most excellent pile of parts acquired at top dollar from

the hot rod whisperer, Hank Dubois. I selected the best set of kingpins and cleaned them up on a lathe, cleaned up a set of '40 spindles in my ultrasonic cleaner, and mounted them with no trouble. For this procedure though, it is very important to use a new set of bushings in each spindle, reamed correctly for a good fit with the kingpins. A thin shim is also needed to take up any free play in the Z-axis direction. The shim is placed under the bearing. Also, the zerk fittings should be cleaned and new grease pumped through them to be sure they are clear and passing grease into the bushing. And don't forget that a felt washer and cupped steel washer – cup faced downward onto the top of the spindle – needs go onto each kingpin before installation. It is also wise to grease the felt a little, which helps it perform its function of keeping dust and water out of the kingpin joints.

After spindle mounting, I installed the brake backing plates. The brakes I chose to use are '49 Bendix. This is another pre/post war compromise for sure, but I'm interested in making sure this hot rod stops as well as it goes. The self-adjusting Bendix design was referred to as a duo-servo system, which had a feature of self-energizing with the vehicle's forward momentum. The tricky thing is finding the correct hydraulic wheel cylinders. After a couple hours of internet searching and some phone calls to obtain clarification about the internal piston shape, which was never shown in photographs, I found a correct set. And then as my limited experience would have it, after mounting the backing plates I discovered that the wheel cylinders don't fit. Figure 3 shows my challenge.



Figure 3: Spindle interference

The spindle is too big and interferes with the mounting location for the wheel cylinder. Another call to the hot rod whisperer confirmed my planned modification, of course. Hank came through once again with a June 2014 copy of *Rod and Custom* as well as two other articles detailing how to whittle away the spindles for clearance for both the wheel cylinder and the brake hose. Sometimes it's a hard choice to start grinding and cutting away on parts that are becoming rarer and harder to find. Figure 4 shows the modified spindle top with the wheel cylinder installed.



Figure 4: Relieved spindle top

With a new set of wheel cylinders in place, I was able to assemble the Bendix brake system and I'm ready to clean and refurbish a set of front hubs. Perhaps that'll be part of next month's report. Figure 5 shows the Bendix brakes coming together.



Figure 5: Bendix brake assembly

Figure 6 shows the current state of the front end coming together nicely.



Figure 6: State of the front end

One of the tasks I was finally able to spend some time on was the engine block. While patiently waiting on parts to arrive, I broke out the air powered die grinder that's been sitting in the bottom of my toolbox since my tool & die making days in Detroit. The Ingersoll Rand was always the very best die grinder around and it did not disappoint even after sitting in the toolbox since the 1900's, as my 15-year-old likes to say. I went to work on intake and exhaust ports for a couple of hours and was quite pleased with the results. Perhaps more engine progress will be made in the next few months, and I'll share some sexy pictures of a shiny flathead.

In preparation for rear end work, I visited the hot rod whisperer again and acquired a '39 rear end assembly, all in pieces of course. Many, many pieces. This is gonna be interesting! Accompanying this acquisition will be another axle housing bearing surface replacement, so stay tuned for another trip to the metal lathe. It also comes with the task of shortening the torque tube and drive shaft. The rear suspension set up will require a big decision about whether to "Z" the frame in the back to drop the rear end a lot more. I'll be quite busy researching methods for lowering the rear end that might not be so destructive to the frame. I'd appreciate your good ideas on that topic.

As always, keep those spindles well-greased and adjust those brake shoes. The cool weather is just around the corner and its prime time to get the flatheads humming down the backroads, creating more memories.

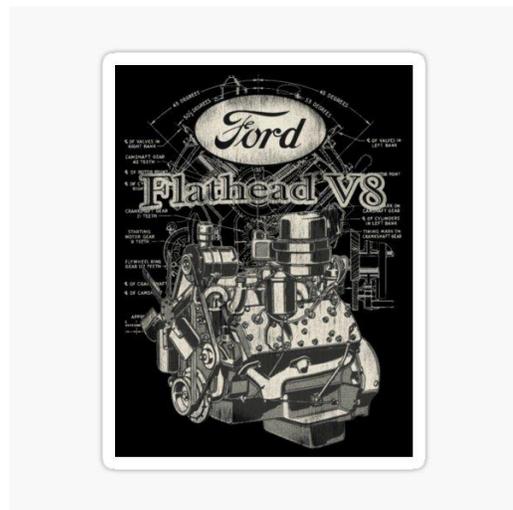


The club is looking to revise the familiar *Tech Tips* booklet first introduced by Cliff Green in 2007. We're looking for service tips, mechanical short cuts, field/roadside fix cures, notices about poor quality reproduction parts on the market, interchangeable parts/part numbers, etc. Send any and all 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.

=====

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 meeting (which is the September membership picnic), the membership is presented with a 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 jimlabaug@verizon.net.



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 on-line 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.



**2025 Hershey
Planning Announcement**

I'm starting the process of getting ready for Hershey (October 6-9) which is now 5 weeks away. If you have never attended, I encourage you to come up and have the experience. Let me know if you want to participate in any of the group dinners or camping:

NVRG Group Dinner Reservations

Monday October 6 - 6:30 pm: Fuddruckers - no reservation required

Tuesday October 7 - 6:30 pm: Penn Hotel and Sports Bar

Wednesday October 8 - 6:30 pm: Iron City Brewery
Camping and Breakfast at the Campsite

If you are interested in camping, I will need to know which nights you plan to be there. I will assume all campers will participate in the morning breakfast but if you want to come down just for breakfast, let me know so I can purchase the appropriate amount of food.

Car Parking

If you are bringing a car for camping, or just to park, I need to know that too so I can purchase a parking pass to put on your windshield which allows you access. It's a one-time \$10 fee.

Please let me know if you have any questions.

Contact: Dave Gunnarson, gunnarson@verizon.net
571-776-6393

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: 11:00 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**

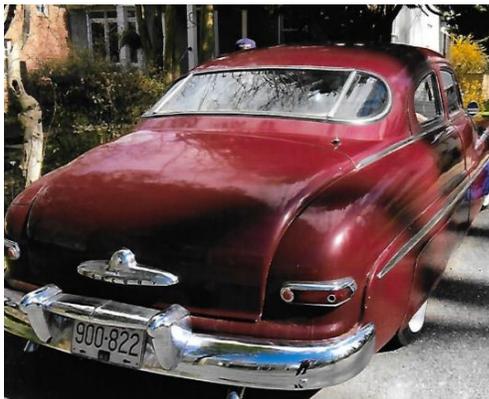
MAIL CHECKS TO: Joe Freund
650 Springvale Road
Great Falls, VA 22066-3304





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.



Cars for sale. Jerry Lunt's vehicles. Located in Berryville, VA. '35 5W coupe-\$25K; '34 4 Dr- \$22.5K; '41 4-dr. sedan-\$10K. For more info contact **Geoffrey Lunt**, 703-386-6243. (2/26)



Roadster for sale. Beautiful 1930 Ford Deluxe Roadster with flathead V8 power, 39 transmission and hydraulic brakes. Car starts easily and can be driven, but small items remain to be done to finish the car. Equipped with a hard top and comes with a complete set of top bows for a convertible top. 1947 59AB engine. Dual carburetor manifold with a second Stromberg 97 carburetor, and Edelbrock high compression aluminum cylinder heads and new gaskets are part of the package, though not yet mounted on

the 100 HP flathead engine which has 12-volt electrical system, dual exhaust headers and tailpipe. New Ford Maroon paint on the body; fenders and top are black. Equipped with 16" spoke wheels and tires, 32 radiator shell, dual 1935 front horns, rear-mounted 32 gas tank, and 32 bumpers, front and rear. Rumble seat is fully equipped with seat belts and upholstery. Interior has full Cartouche upholstery and seat belts. Dashboard is equipped with a 32-style full gauge set including tachometer. The deluxe roadster has a lower windshield than the standard model. Car is being sold by the builder who has "aged out" after a lifetime of early Ford involvement. Asking price \$20,000 OBO negotiable if taking car as-is. Contact **Stan Johnson**: (571) 344-5950; Fordyhorses@aol.com (2/26)



PARTS & ACCESSORIES FOR SALE

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



Barn cleaning: Mother lode '35 & '36 body metal, gauges, locks, Champion Plugs, handles, bumpers, wheels, radio, headlights, 5W Coupe doors, touring trunk lid, gas tank, WS frame, tools, *V8 Times* back issues. Gauges & locks for many years. '41 NOS Fr fenders (top) pair \$250, '38 NOS RF Fender-Std \$250. '38 Radiator \$100, **Jim Crawford**, 301-752-0955.



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 Lu-posello**, 703-399-0999, leave message (12/25).





NVRG 2025 Events Calendar



September	
9	Annual NVRG Club Picnic. Occoquan Regional Park, 9751 Ox Rd Lorton, VA, 11:00 AM-3:00 PM. Food served at Noon. See enclosed notice with reservation notice
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. Presenter: Hershey Meet Attendees
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.
November	
11	Membership Meeting —7:30 PM. Location: Green Acres Center. Program: National Driving Tour Review. Presenter: Dave Gunnarson
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.
25	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
Tech Articles	Nick Arrington	Nta1153@verizon.net

When patronizing our advertisers, tell them you saw their ad in the Valve Clatter newsletter!

Rusty Rentsch
CERTIFIED AGENT

703-209-4359
Rusty.Rentsch@autoappraisal.com
Northern Virginia to Frederick Maryland



Auto Appraisal Group Inc.

Toll Free 800-848-2886 Fax 888-575-9319 www.autoappraisal.com

Auto Appraisal Group Inc.



**YOUR NEIGHBORHOOD
AUTO REPAIR EXPERTS!**

Enjoy Transparency & Accountability
with our Digital Health Inspection &
Show'n Tell Service™. Only at Craftsman.

CRAFTSMAN
auto care

Hybrid and EV
auto care

CRAFTSMAN
WARRANTY

ASE

CraftsmanAutoCare.com | 833-CRAFTS1

7 Locations!

Alexandria 7001A Manchester Blvd 703-719-7606	Ashburn 43320 Junction Plz 571-564-2070	Chantilly 14510 Lee Road 703-646-8260
Fairfax 11611 Lee Highway 703-272-3216	McLean 1387 Chain Bridge Rd 703-356-7730	
Merrifield 2733 Merrilee Drive 703-646-8270	Sterling/Cascades 21180 Potomac View Rd 703-794-5300	

Give us a call or schedule your appointment online 24/7!
833 - CRAFTS1 | www.CraftsmanAutoCare.com

**DULLES
AUTO CLINIC**

Quality Service at Affordable Prices
dullesautoclinic.com

Foreign  Domestic

703-481-6300

106 J Oakgrove Rd
Sterling, VA 20166

Wayne R. Judd
President/ASE Master Technician

**DULLES
AUTO CLINIC**

(703) 481-6300

106 OAKGROVE RD., UNIT J. | STERLING, VA



PT Auto Experts

Your one stop shop for all your automotive needs

Tony Muller
OWNER

340 Mill Street NE
Vienna Va 22180
703-281-7506

ptautoexperts.com
ptautoexperts@aol.com





*For your listening pleasure:
Bruce Springsteen
[Tunnel of Love](#)
(Ctrl + Click link to listen)*

FIRST CLASS MAIL



Regional Group 96
Early Ford V-8 Club
Post Office Box 1195
Vienna, Virginia 22183