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Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

Volume XLVII, No. 11, November 2025

Editors: Nick Arrington & Sara Karnish

October Meeting: Hershey Meet Review

By Nick Arrington, Chris Elenbaum, Dave Gunnarson,
Milford Sprecher

Well, another Hershey is in the book. Camp Hershey was in force again hosted by Dave Gunnarson for all the faithful still hosting his famous morning breakfast. There were certainly goodies to see for all makes and models of cars. However, it is a bit sad to see less of the “good stuff” on the fields—kind of like the “smaller portions” now offered by restaurants of late. The Red field looked like the Sahara Desert, and it was the last year for the “Jerkmobile” fellow who pushed his cart full of his acquisitions over the years. I understand the Red Field will be consolidated into other fields, which seems like a good move to me as I get depressed when I see the empty vendor spaces.

There were certainly Flathead Ford cars and parts for us diehard 21 and 24 stud fans. I don’t know about you, but my pulse quickens when I take the exit off Rt 322 marked “Hershey Attractions”. I hearken back to 1967 when my dad took my brother and I to our first Hershey. It was all contained within the original football stadium with overflow on the parking lot in front of the old stadium. My brother Tommy asked Dad to buy a \$45K Duesenberg, but Dad replied, “Tommy, that car costs as much as the house I bought for your mother.” We always stay in the Chocolate Field at our spaces until dusk when people start digging out the Stanley steamers, Mercers and other cool stuff and begin puttering around. There is no denying that our hobby and those that enjoy it are aging and in decline a bit. However, there is hope—verified by the video provided by Milford—that some young folks are indeed joining the hobby. Please see the enclosed video of a father and son team chasing Model A parts and enjoying everything Hershey had to offer. The young man appears to be genuinely enthused about the hobby and not just posing for his dad’s camera. The video link replaces the usual car related song this month—please click on it and enjoy.

My haul this year was a cut down 1930 Austin Bantam carved up into a parade car for some 40’s Fraternity House—see photo enclosed. Did I really need it? No, but hey, it was Hershey and it fit on an empty 10 ft motorcycle trailer a friend of mine up there was going home with. The stars all aligned. We packed up our spots in the Chocolate Field and headed home Friday, and I felt a little sad when I hit the road for Rt 322W towards Harrisburg.

The annual Muslim pilgrimage to Mecca is like the old car hobby pilgrimage to Hershey. Both are religious experiences if you ask me. One more encouraging fact—the AACA wooden nickels they hand out every year had the next 4-year date meet events printed on them. So, I guess it isn’t going to stop for a while and neither am I. —Nick Arrington

(cont’d on p. 3)

IN THIS ISSUE

President’s Message	Page 2
Out and About	Page 5
Membership Dues Notice	Page 11
Help Wanted	Page 12
NVRG Holiday Gala	Page 13
Automart	Page 14
Events Calendar	Page 16



Up Front with the President

November 2025



President’s Message—November 2025

Advance notice: both the November membership meeting and Board of Directors meeting will be held on days other than our usual dates.

The membership meeting will be held on Wednesday November 12. The change was made because the Senior Center in Fairfax is closed on Veterans Day, Tuesday November 11. Prior to the meeting, consider joining other members at 5:30 pm for dinner or libation at Ornerly Beer Company on University Drive in the center of Fairfax City.

The next Board of Directors meeting will be held on Monday November 17, rather than the usual last Tuesday of the month. This meeting will be an in-person meeting at the Fairfax City Library. (Most of the BOD meetings are held via Zoom.) We welcome all NVRG members to attend – it’s a great opportunity to influence the shape of our 2026 program of activities and services. Get a head start also by joining the BOD at Ornerly before the meeting.

Our annual Fall Tour was a huge success. Tour participants were 24 NVRG members (including four early V8s) and only a few pesky raindrops. On October 28, 29, and 30, we toured the beautiful country roads and historic manor houses in the Northern Neck of Virginia. Read all about our adventures in this issue.

The NVRG Holiday party is rapidly approaching. This is the premier social event of the NVRG year – an opportunity to celebrate the season with other members and reflect on the events of the past year. This year’s event is in a new location with more conveniences. This Holiday Party is dedicated to Cliff and Sandra Green who hosted this traditional event at their country club for many years. The event notice with all the details was published in last month’s VC and repeated in this issue. Please include your menu selections when you send in your check to Joe Freund.

Best V-8 wishes to everyone,

John

2025 NVRG Officers and Terms	2022 Directors and Terms	Committee Members
President – John Ryan (2024 & 25)	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 (2024 & 25)	Webmaster – Rusty Rentsch (2024-25)	Property – David Skiles
Treasurer – Bill Simons (2024-25)	Sunshine – Keith Randall (2023-24)	At-large – Jim LaBaugh

(cont'd from p. 1)

Photos by Chris Elenbaum and Dave Gunnarson unless otherwise noted



Welcome to Hershey, Pennsylvania! The Antique Automobile Club of America (AACA) has been holding its Eastern Fall Meet in Hershey since 1955, making this the 70th year of the event.



This year's event continued to show a decline in attendance by vendors and shoppers, with noticeable bare pavement in most of the fields. (Photo courtesy of the Goodyear blimp)



Members of our Virginia Regional Group set up camp at the event, a grand club tradition since at least 1971. Several members shared stories over fried eggs and hot coffee each morning as they prepared for the day of walking, talking, and flea pickin' in the vast market fields. At least 14 of our members attended.



Many spaces continued to offer good old sheet metal, glass, radiator cores, wheels, and an endless array of usable and rebuildable parts for most makes and models.



Nick's Model A (Photo: Nick Amington)



Our very own Steve Blancard had his space nicely set up to sell perfectly rebuilt Model A and early V-8 generators. No doubt he also took in many rebuildable cores and a few commissions for rebuilds.



There were plenty of our favorite Fords to see as well. During our club meeting on October 14, we gathered to admire 188 photographs submitted by club members, which were curated by Dave Gunnarson. A 1934 is pictured here, and all in attendance pondering what the crooked headlight might mean for the attention to detail throughout the rest of the car. Our October club meeting had wonderful moments of both heckling and tremendous admiration for the work put into the cars and the market spaces.



1942 Ford Super Deluxe 90% orig wood
 Frame Resto. orig Flathead V8 New Everything
 MSRP \$67000 '20

There were also a couple of Woodys for sale. This 1942 was certainly the best of the two. It can be yours for \$67K.



A seemingly beautiful example, this 1935 stake truck didn't survive the discerning eye of Dave Gunnarson, who literally wrote the book on these. The truck's owner told him he would have liked Dave to publish his book a couple years earlier. It was certainly a beauty, though, and only Dave knows what it needs.



A 1950 Crestliner showed nicely with a beautiful 2-tone paint job and interior.



Unfortunately, this is the last year for the Jerkmobile Junk Cart. This gentleman is hanging it up after this year.

Heatherwood Retirement Community Car Show and Trunk or Treat

By Jim Nice

On Wednesday October 22, members from the NVRG EFV8 Club and the Model A Club participated in a car show and trunk-or-treat event at Heatherwood Retirement Community in Burke, VA. We had 7 cars participate—5 from club members and 2 from family members with relatives at Heatherwood.

The attendees and their cars were: Bob Belsey in his '50 Tudor; Valarie Faircloth from the Model A Club in her '31 Model A Sport Coupe (complete with a Halloween skeleton in the rumble seat); Dave and Barbara Westrate in their '39 Woody; Frankie Martin and Hank Dubois in Frankie's '50 Tudor, and Jim Nice in his '51 Victoria. The 2 cars from Heatherwood residents' relatives were a 2023 Chevrolet Camaro in Halloween orange brought by Alysia Keetry and a 2015 Dodge Challenger R/T in fluorescent lime green.



Show participants



Valarie Faircloth's '31 Model A Sport Coupe, complete with skeleton



Heatherwood residents enjoying the cars

The show included a “trunk-or-treat” in which residents could collect candy from the trunks of the cars. This was very popular with the residents and club members. Dave and Hank especially enjoyed the trunk-or-treat, searching through the remaining candy for their favorites!



Hank and Dave searching the leftovers

During the show, NVRG club member Maria Giraldo-Schwartz and two of her Heatherwood co-workers dressed up in Halloween costumes to mingle with the guests.

Maria was in a T-Rex costume, and her co-workers were in Teletubbies costumes. They had a lot of fun posing for pictures with the residents, club members, and the cars.



Maria and costumed friends

Tabitha Purcell, Life Enrichment Director at Heatherwood, and her staff did an excellent job hosting the event for us. We also thank Maria for coordinating with Tabitha to make this event possible. It was a great day, and we all had a wonderful time.



Jim's '51 Victoria



Bob's '50 Tudor



Dave and Barbara's '39 Woody



Frankie's '51 Tudor



Alysia's 2023 Camaro



2015 Dodge Challenger R/T

One Hand Washes the Other

By *Brendan McHugh and Dave Westrate*

I literally grew up around antique cars. My father bought and sold them starting when he was a young man, so naturally, I love old cars. In fact, I have a list of dream cars—yes, an actual list, and one of them is a 1939 Ford Woody wagon. I can recall when they were going for over \$100k for great examples, so I assumed I would never own one. Sometime in the 1980's my brother found one in our hometown. It had been off the road for some time. The owner did not want to part with it, but we kept in touch.

Fast forward to 2019, just before the pandemic. To make a long story short, I was able to purchase the car. I had only seen it once before myself and it was literally surrounded by stuff, so I couldn't quite tell how complete it was until the day I purchased it. It was far from complete. I needed a lot of parts. I had restored a few cars before but had no specific knowledge about Woodies.

I was very excited to purchase the car that my father and brother had been pursuing for so long, and it was a local car, which means a lot to me. The woodie came with no front end. None. I needed a wishbone and front axle and a few other things, so we reached out to Billy Potter. My father and Bill's dad, Buzz, were good friends. I remember Buzz from when I was a kid. As you all know, Buzz and Bill are local legends. Bill had everything I needed for the front end. That was just the start of help that I would receive.

I joined the National Woodie Club, AACA, Early Ford V8 Club and posted want ads. The response was amazing. I got help from all over the country. I bought all the parts I could—door handles, door hinges, door latches, seat frames, etc.

I've accumulated just about everything I needed. Then I learned that the body of my car, which I thought was original, was replaced at some point—with oak. I'm obviously not knowledgeable about wood. I now know the difference between oak and maple.

From the time I purchased the car I knew I would need help with the wood body. I was missing a couple of doors and the tailgate. I found Tom Kline in PA, but he had just finished chemo for cancer. Unfortunately, the cancer returned and we lost him. I've received help from a couple of wood workers and I'm on a wait list, but the project has stalled.

The support I've received is amazing, but even with all of that, the realization that the body was not what I thought was devastating. I wasn't sure what to do. Keep it and finish it with oak, have the body re-done or sell it. Then I met David Westrate.

Dave sent an email asking if anyone had an air cleaner for a '39. I had one that I wasn't going to use, so I emailed him about it. It turns out that he found one locally, but we started talking and he offered to come see my car and give me his opinion. He came by with his lovely wife, Barbara, and we looked at my car. He told me that he had a lot of wood for '38's and 39's, so we arranged for me to see it.

It was a treasure trove in the attic area above his porch. Who would have ever guessed that? I ended up purchasing it. Hopefully, this will get my project back on track. -*Brendan McHugh*

Attic space is unique to our hobby as it somehow fills up with car parts along with the shed, garage, basement, and even the spare bedroom. Barbara and I are at the stage where we had to figure out what to do about it.

Over 30 years we restored two 1939 Woodie wagons and built new wood bodies for both. That left our attic and other areas full of wood body parts from both projects and other sources. I feared the dump was in their future.

The deluxe car was finished and going to be shown at the Sully car show this past spring, but I needed a better air cleaner. I asked the club members if anyone had one. Brendan McHugh contacted me and said he had one that was in good condition. In the meantime, I had gotten one already from another club member, but I found out in our conversation that Brendan had a 1939 Deluxe Woodie station wagon that he was working on. I asked if I could come and see the project. Barbara and I scheduled a fun committee trip to Brendan's house to look over the project.

During our conversation, Brendan expressed his frustration that he was unable to get the support he was looking for to replace some of the wood parts on his car. Many of the people who worked on these wood bodies are no longer in business and it can take years, if you could even get them. I described the parts that I had, and we concluded that maybe if he combined the usable parts

on his project with what I had left over, he might get a usable full body. The end result is my attic and shed are empty. -Dave Westrate



Driver's side rear



First Publicized Use of a Rearview Mirror



Ray Harroun in the "Wasp"

The first well-known use of a rearview mirror for automobiles was by a race car driver in the very first Indianapolis 500, held in 1911. Ray Harroun was driving an Indianapolis built Marmon "Wasp," a crowd favorite. The rules of the day specified that drivers were accompanied in their cars by their mechanics. If the car broke down, the mechanic was right there to get to work. When the car was in motion, the mechanic's job was to keep an eye to the rear and to side of the race car to keep the driver informed of what was coming up around him. But Harroun had a plan. He didn't expect his car to break down and he convinced officials to let him install a rear-facing mirror to replace the need for a mechanic. Less weight in the car would mean faster speed and Harroun was playing for every advantage he could. Ultimately, the officials went along with the rearview mirror plan and Harroun won that first Indy 500 race. Certainly, a lighter-weight car had its value, but did the mirror make the difference in race strategy?

It turned out it didn't. Later, Harroun said that the mirror did him no good. In 1911, the raceway at Indianapolis was called the "Brickyard," as the surface chosen for the roadway was brick. Harroun explained that as the Marmon rolled over brick after brick during the race, the vibration was so strong that Harroun was unable to see images in the mirror. When asked about how he came up with such an innovative idea as the rearview mirror, Harroun took no credit. He said that in 1904 he saw a driver of a horse-drawn buggy using a rearview mirror. Harroun thought it was a great idea. He copied it and installed it on his race car.

Elmer Berger is usually credited with inventing the rear-view mirror, though in fact he had patent it in 1921. He marketed his product as the *Cop-Spotter*, a means of avoid-

ing being caught speeding by police.

Though Elmer Berger's *Cop-spotter* was the first widely marketed auto mirror, it was not the first to be attached to early automobiles.

Even before Harroun and Berger, others were experimenting with the use of mirrors on cars. As early 1906, a European car, the Argus, had dash mirrors installed.

The first U.S. patent on a rearview mirror was issued in 1914 to Chester A. Weed of Brooklyn. Weed's patent was

for a "mirror attachment for automobiles" to avoid blind spots. The patent application is somewhat unusual as it recommends that drivers



also add a "reflecting" mirror so that their automobile would be more easily seen. The patent application itself described a "reducing" mirror—the images appeared smaller than they really were but thereby could give a more complete view of the view behind the driver.

Timeline:

- 1906:** A European car, the Argus, featured dash mirrors, and a French inventor, Mr. Bilal Ghanty, patented a "Warning mirror for automobiles".
- 1911:** Ray Harroun used a mirror on his race car at the Indianapolis 500, though it vibrated excessively and was largely ineffective.
- 1914:** Chester A. Weed received the first U.S. patent for a "mirror attachment for automobiles".
- 1921:** Elmer Berger patented the first commercially viable rear-view mirror, which he marketed as the "*Cop-Spotter*" to help drivers avoid police.
- 1920s:** Other manufacturers began to adopt rear-view mirrors, and they were widely distributed.
- 1966:** Rear-view mirrors became standard equipment on all new cars in the United States after the passage of the National Traffic and Motor Vehicle Safety Act.

Steve Pieper Celebration of Life—October 19, 2025

By Dave Westrate

We were all saddened by the loss of Steve Pieper earlier this year. He was such a valuable, friendly, and helpful member of our club for so many years. He was an example for all of us to follow for sure.

Wendy Pieper and their family planned a celebration of life event to honor Steve and help all of us fully appreciate what he has meant to us, his family, and the antique and racing car communities. This uplifting event was held in the historic Box Office Brewery in Strasburg, Virginia. Historically, the location was a movie theater, and it is now a site for a variety of events. A live band with great music helped set the mood as a celebration of Steve's many years with us.

Wendy led several family members as each recalled their significant memories with Steve that affected their lives. It caused us all to recall our time with Steve as well. He will be missed.



1959 - Go Cart - Virginia State Champion - Richmond, VA



From go-kart champion to Bonneville Salt Flats with a little *Easy Rider* all rolled up into one. God Speed to you Steve.

-All your fellow V-8er's

Southern Charm: There's a New Girl in Town

By Nick Arrington

Member Jim Walker has always appreciated the lines of Southern gals from Tennessee. As luck would have it, he met a sweet '39 Deluxe convertible that was eager to move from Tennessee to Virginia and he did not disappoint her. She now resides in his garage along with the rest of his extended car family. It had belonged to a V-8 club member for almost 30 years. Jim is tidying up a few things and catching up on some mechanical issues resulting from storage. At least the car stayed South of the Mason Dixon to retain its Southern charm.



Jim Walker headed home with his Southern charm



November 2025 Membership Meeting 2025 National Driving Tour Review

The November 2025 NVRG Membership Meeting will feature pictures and stories from the 2025 National Driving Tour by Dave Gunnarson. The tour was conducted in Minnesota and Iowa and featured attendees from 9 states.

There will also be refreshments and fellowship, so don't miss it!

Date: *Wednesday*, November 12, 2025

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

Location: Green Acres Community Center in downtown Fairfax



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.

2026 Membership Dues Notice

By Gay Harrington
NVRG Membership Chair

Hello Fellow NVRG Members,

I'm writing to let you know that the early dues season for 2026 is open for anyone who would like to pay early. December 1 through January 31 is the normal dues collection timeframe, but some members like to get ahead of the holidays. The amount is still only \$25.00.

If you have already paid for 2026, I have confirmed your payment with you by email or phone.

HOW TO RENEW?

- A) By mail. **Checks should be made out to NVRG in the amount of \$25.00.** You can also pay dues forward for several years at this annual rate of \$25.00 per year, if paying multiple years is more convenient for you than paying each year. This works well for some folks. Please mail your check to **NVRG, P.O. Box 1195, Vienna, VA 22183.**
- B) Using Zelle. You can also use Zelle to pay your NVRG dues electronically. Please contact our treasurer, Bill Simons, at bsi-mons@rustinsurance.com) for assistance to do this.
- C) In person. The December members meeting is actually our annual NVRG Holiday Party. If you are attending the party (or know someone who is and can deliver your dues), we can renew your dues and save you a stamp. Our November and January membership meetings are other in-person opportunities to renew your 2026 dues.

THE NVRG = OUR MEMBERS

I hope you will renew your NVRG membership because our club needs each and every member to stay vibrant and continue being who we are and continue doing what we do to share and enjoy this historic era of 1932—1953 vehicles and good times together. Again, our 2026 dues collection officially starts December 1, 2025, and runs through January 31, 2026. Paying dues on time makes my job much easier, so THANK YOU very much for renewing on time!

You are cordially invited to attend the

***2025 CLIFF & SANDRA GREEN
NVRG HOLIDAY GALA***

Saturday, December 13, 2025

From 6:00 to 10:00 PM

at

Amphora's Diner Deluxe

1151 Elden Street, Herndon, Virginia

Private room main level

ATTIRE: COAT & TIE

Our celebration begins with cocktails at 6 pm (cash bar)

Menu Selections

Fresh field green salad with house dressing, bread, Herb Roasted Potatoes/Fresh Green Beans with Silvered Almonds, Carrot & Double Chocolate Cake, & tea or coffee included with each dinner entrée

Beef Tenderloin Medallions with Dijon Brandy Sauce – \$45 per person

Pan Seared Salmon – \$45 per person

Chicken Breast Marsala – \$45 per person

Please mail your check (payable to NVRG) with the completed Menu Selection Checklist not later than December 1 to:

Joe Freund

650 Springvale Road

Great Falls, VA 22066-3304

Also, let Joe know if you need a ride to and from Amphora's Diner Deluxe. We look forward to seeing you there with wrapped gifts for the traditional gift exchange. Don't forget items that the spouses will enjoy!



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.



1933 Ford pickup. Modified with some modern features but has a later flathead V8 engine. Safety features like seat belts, turn signals, and hydraulic brakes have been added. 4-speed transmission, 12-volt electrical system, update engine gauges. Comes with running boards, fenders, and original pickup bed. \$14,500. Call **Keith Randall**, 703-893-6429. (3/26)



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_head-ers and dual exhaust, 12-volt solid state ignition, al-ternator. Extra gauges for water temp and amps plus Tach Radial tires, runs cool. \$21,000. Call or text **Bob Belsley**, 571-437-8401, [bsbels-ley@aol.com](mailto:bsbelsley@aol.com). (6/24)



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 through-out. 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

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 Re-stored. 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.



1950 Ford truck motor and transmission. Motor is not stuck. Rolling motor stand included. Sold as-is \$750.00 offers. Call or text Jessica for picture, 617-842-1407.



5-ton long Chassis hydraulic service jack. \$500.00 (orig \$1,100). King of Fans 20" Air circulator, \$50.00. Craftsman 3-ton High-lift Jack Stands (set of 4) \$100.00. Craftsman 2-gallon 1.5 HP air compressor \$50.00. Steel car ramps (set of 2) \$50.00. Contact **Geoffrey Lunt** at geoff66lunt@gmail.com.



PARTS & ACCESSORIES WANTED

24 stud '39 - '48 NOS Flathead 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).



Front bumper braces for 1933 Ford Tudor Sedan. Call **Ray** 703-595-9834



AUCTION NOTICE

We will be conducting an online auction for Judy Murray, including Phil's cars and tools—a 1939 Standard Coupe, 1930 Model A-V8 Highboy Coupe, 1939 Deluxe Coupe project, rebuilt 8BA engines and short block, hundreds of hand and power tools, the running Flathead V-8 display he took to many car shows, AND MUCH MORE. For complete details please visit proxibid.com/ntarrington.



NVRG 2025 Events Calendar



November	
12	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.
17	NVRG Board of Directors Meeting —7:30 PM at Fairfax County Library (<i>no Zoom meeting</i>). All are welcome to attend.
December	
10	Caffeine Double Clutch Breakfast —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at wjchad@gmail.com
13	Holiday Party. See information on p. 11
18	VC Submission Deadline —For articles/photos/want/sell calendar to content coordinators
30	NVRG Board of Directors Meeting —7:30 PM via Zoom. All are welcome to attend.
January 2026	
13	Membership Meeting —7:30 p.m. Location: Green Acres Center. Program: TBA
14	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.
27	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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Rusty Rentsch
CERTIFIED AGENT

703-209-4359
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