



**Northern Virginia Regional Group**

[www.nvrg.org](http://www.nvrg.org)

# 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

**November Meeting:**  
**Hidden Treasures—National Driving Tour Review**  
*By Dave Gunnarson*



This month’s membership meeting featured a review of this year’s National Driving Tour which took place this summer in Minnesota and Iowa. Sarah and I had been planning a trip to Minnesota to visit some of my father’s family’s historical sites as well as enjoy Voyageurs National Park at the US boundary with Canada, and also Isle Royal National Park, an island in Lake Superior. We spent a week visiting these sights, then Sarah flew home from Minneapolis, and I drove to Rochester, Minnesota to join the start of the driving tour.

I had never been on a National Driving Tour before. This one had 52 people from 10 states with 18 Early Ford V-8’s, a couple other classic cars and the rest of us drove modern cars.

The tour took four days, August 5 to 9, with over 400 miles of driving through back roads of southern Minnesota and northern Iowa.

The tour began in Rochester, MN. At the registration desk, each participant was provided with a 3-ring binder with detailed directions and schedule for the entire trip. This way it wasn’t necessary for everyone to stay together and made navigating easy. To break up the occasional monotony of the flat corn fields, Bruce Nelson, who organized the tour, added “Hidden Treasures” to look out for while driving.

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# *Up Front with the President*

## *December 2025*



### President's Message—December 2025

As the year draws to an end, it's natural to look back and reminisce about our shared NVRG activities and interactions. Personally, I would like to thank all members of the board of directors and committee chairs who organized and executed our attractive program of activities. Thanks also to those members who contributed articles for the *Valve Clatter* and presented programs at our monthly membership meetings. Recognition is also due to the members who assisted other members to solve problems and provide support in the many unheralded member-to-member interactions during the year. All these folks greatly enhanced the value we receive as NVRG members.

As for reminiscing, what better way than reminiscing with other NVRG members at this year's Holiday Gala. It will be held on Saturday December 13 at Amphora's Diner Deluxe in Herndon. This annual gathering is one of the highlights of our calendar. About 40 members, spouses and friends of our NVRG community are signed up for the Gala and will wrap up NVRG's activities for the year and kick off the holiday season.

As required by the NVRG bylaws, the Board of Directors elected officers for 2026 at its November meeting. The four officers are drawn from the Board membership and serve 1-year terms. The 2025 officers were re-elected to serve again in 2026.

It is membership renewal time. Renew by sending a check to our membership chairperson Gay Harrington – refer to the notice in this issue for details. A 1-year renewal is \$25 (plus an additional \$20 to receive a mailed paper copy of the *Valve Clatter*). Many members prefer the convenience of renewing for several years at a time.

There is no membership meeting or Board of Directors meeting in December. I look forward to seeing you at the Holiday Gala and/or at the January membership meeting.

Best wishes for a joyous holiday season and healthy and happy V8 new year,

*John*

2025 NVRG Officers and Terms	2022 Directors and Terms	Committee Members
President – <a href="#">John Ryan</a> (2024 & 25)	Membership – <a href="#">Gay Harrington</a> (2024-25)	Fairfax Show – <a href="#">Jim Nice</a>
Vice President – <a href="#">Joe Freund</a> (2024-25)	Programs, Refreshments – <a href="#">Dave Gunnarson</a> (2023-24)	Tours Chair – <a href="#">Hank Dubois</a>
Secretary – <a href="#">Nick Arrington</a> (2024 & 25)	Webmaster – <a href="#">Rusty Rentsch</a> (2024-25)	Property – <a href="#">David Skiles</a>
Treasurer – <a href="#">Bill Simons</a> (2024-25)	Sunshine – <a href="#">Keith Randall</a> (2023-24)	At-large – <a href="#">Jim LaBaugh</a>

(cont'd from p. 1)



These were mostly whimsical things or unusual sights. It really helped make the tour enjoyable, as at each dinner, we would discuss who found which of the “treasures” that day.

The first stop of the first day was Mayowood Mansion, home to the Mayo family who started the Mayo Clinic based in Rochester. Dr. Mayo was one of the first surgeons to use anesthetics during surgery and became very well-known and quite popular.



**Mayowood Mansion**

The women of the family managed the finances and built wealth, which allowed them to afford anything they desired. In 1908 Mayo built Mayowood on the outskirts of Rochester. His home is about 35,000 square feet and located on his 3,600-acre property.

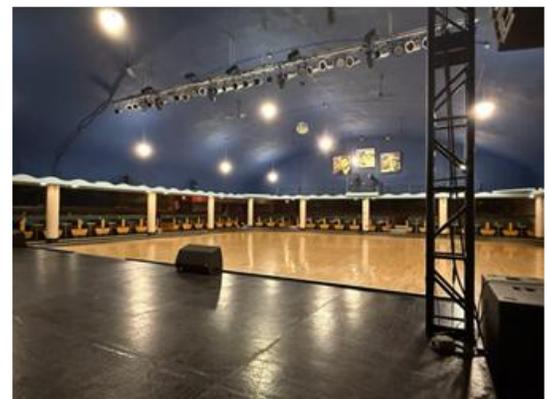


The next stop on the tour was near Clear Lake, Iowa at the sight of a plane crash on February 3, 1959. This is the site of the crash which killed Buddy Holly, Ritchie Valens and Big Bopper. It's often referred to as “The Day the Music Died”.



After visiting this site, we drove a short distance to Clear Lake and took a tour of the Surf Ballroom. This is the venue where Buddy Holly and the others performed on February 2<sup>nd</sup>, preceding the plane crash.

The Surf Ballroom has been restored to what it was like in the late 1940's. It's a music and dance hall which has been in operation since the 1930's and continues to host music events today. Inside it's possible to feel transported back to the big swing era and the walls are adorned with all sorts of music memorabilia. It's an amazing place and certainly off the beaten track today.



**Surf Ballroom**

After an overnight stay in Clear Lake, we drove west across Iowa to Okoboji Classis Cars in Milford, IA. This business features a full auto restoration shop and museum, but the majority of the building is a full-scale diorama of the local town storefronts,

complete with neon signs and display windows. Restored cars are parked in front of the buildings as if they were parked on the street. Most are for sale, and some are part of a permanent collection on display. One could walk down the “street” and admire the buildings as much as the cars.



The next stop was a BBQ lunch followed by a stop at the Yesterday’s Memories & Truck Museum, Sanborn, IA. In addition to a large collection of personal items, car parts and other auto-related materials, the museum has over six large buildings filled with trucks. Needless to say, I spent a long time in this museum. Several of the buildings have a second-floor mezzanine with trucks lining the walls. There was even a building devoted only to fire engines. There were so many beautifully restored and original trucks, it was impossible to absorb it all in just one visit.



After an overnight stay in Worthington, MN, we visited the Laura Ingalls Wilder Museum, in Walnut Grove, MN. This museum had in-depth displays about Laura’s life and her writings. It traced her family’s history and had full-scale reproductions of her sod home and 1-room schoolhouse.



**1-room schoolhouse, Walnut Grove, MN**

We had lunch in a building that was once a Ford dealership in Springfield, MN. We then drove to the final destination town of New Ulm and were treated to a visit to the Minnesota Music Hall of Fame. Prince was a featured musician, as was Buddy Holly, but most of the musicians enshrined in the hall were associated with bands featuring the accordion.

Later that day we had a short tour of the August Schell Brewery, New Ulm, MN, and a farewell dinner at the Kaiserhoff Restaurant. As you might guess, this town was settled by immigrant Germans and still today retains much of this heritage.

I drove to Minneapolis for the flight home. It was a great experience. I learned a lot, met new friends, and had a great time. I recommend going on a National Driving Tour if your plans and situation permit.

**2025 NVRG Fall Tour Review**

*By Dave Gunnarson*

This year's Fall Tour returned to the Northern Neck of Virginia with a stop in Fredericksburg. A total of 24 NVRG members participated driving four old Fords. Bill and Liz Simons traveled in their 1934 Tudor sedan, Terry Thomann in his 1938 Tudor Deluxe sedan, Milford Sprecher his 1951 Convertible and Betty and Bill Tindall in a 1956 Ford Victoria.



**Milford Sprecher heading south on Rt. 123**



**Bill Simon's familiar 1934 sedan**



**Terry Thomann's 1938 Tudor sedan**



**Kenmore House in Fredericksburg**

From many directions we all gathered at the first stop in Fredericksburg and enjoyed a private tour of Kenmore House. Completed in 1775 and now celebrating its 250th year, Historic Kenmore is a beautiful, Georgian-style brick mansion built for George Washington's sister, Betty Washington Lewis, and her husband, Fredericksburg merchant Fielding Lewis, reflecting their pre-Revolutionary War wealth and gentry status.



**Entrance to Kenmore House, Fredericksburg**



**Kenmore House in Fredericksburg**

Kenmore House has survived time amazingly well and has much of its original interior and furnishings. It was at the scene of Civil War battles and even remained intact while absorbing canon fire!



**A reminder of a Civil War battle**

One of the most remarkable features of the house is the plaster work which covers all of the first-floor ceilings. The detail and craftsmanship are extraordinary.



**Plaster work detail**



**Inside the restored parlor**

A very knowledgeable docent guided the group on a tour of the house, pointing out amazing details and was a wealth of information

After the tour we walked three blocks to lunch at Sedona Taphouse to refuel ourselves and then stopped at Carl's Frozen Custard, a Fredericksburg landmark since 1947.



**Milford's 1951 ready to resume touring**

After our fill at Carl's we drove to Stratford Hall near Montross, Virginia and settled into Cheek House.



**Historic Stratford Hall**

Dinner was at Angelo's Pizza Restaurant Seafood & Steamer Bar in Montross where we were all served generous portions of great food.

The next morning we drove to Menokin House. Menokin, also known as Francis Lightford Lee House, was the plantation of Francis Lightford Lee near Warsaw, VA, built for him by his wife's father and is a National Historic Landmark, preserving the 1769 home and its surrounding Chesapeake Bay watershed landscape.

We were treated to a tour of the ongoing preservation of the house ruins. The plan is to re-

store the building so it can be stabilized as a ruin with exterior glass curtain walls and visitors can view the methods of construction used to build the house from the outside.



**Menokin House**



After the guided tour we departed to Irvington to have lunch at the Fish Hawk Oyster Bar at The Tides Inn. The restaurant is situated on a peninsula with water on three sides offering good views. The overcast weather and occasional sprinkles of rain didn't dampen the group's enthusiasm.

Wherever possible, small, 2-lane roads through the countryside were selected as the tour route. The Northern Neck is full of roads perfect for touring in our EFV-8's.



**Northern Neck driving roads**

After lunch some of the group returned directly to Stratford Hall to see the house, museum and grounds. The rest of the group headed to the Morratco Waterfront Museum in Morratco, VA. This museum chronicles the efforts of the residents of this village to sustain itself and to preserve its identity and heritage of the time when oyster and crab populations in the Rappahannock River and Chesapeake Bay were thriving. We had a docent who opened the museum, provided an overview, and answered any questions.

We were informed that the correct local pronunciation of the town's name is Mor-atti-KA.





The museum was full of artifacts from time gone by and was a fascinating look at a time when the Chesapeake Bay was a different place than it is today.



The day ended with dinner at Northern Neck Brewing Company in Montross.

The final day was supposed to include a return to the George Washington Birthplace National Monument but it was closed because of a government shutdown. Instead, we decided to enjoy the comforts of Cheek House until we departed home or to lunch in Colonial Beach at Wilkerson's Seafood Restaurant.



### Old Fords waiting to take folks home

Overall, the trip was a great success. While there was a lot of cloudy weather, the rain held off until the final evening and even then was relatively light. By the time we were to drive home, the blue skies were returning and the sun began to shine.

We are already looking forward to next year's Fall Tour and new adventures.

Here are a couple of sentiments from a few of our participants.

#### Bill and Liz Simons

It is hard to pick the best part of the NVRG annual fall tour as there were so many fun experiences. Liz and I had two favorites. The visit to the Menokin Lee house that is undergoing a very unique kind of restoration was extremely interesting. We saw that the basic foundation and some of the walls were being rebuilt with many of the original stones and a couple of the interior rooms were planned for restoration. The rest of the house will be enclosed in glass so visitors can see inside without actually going inside.

One of, if not THE best, parts was the time we had at the end of each day where we could all gather in the Great Room at Cheek House, before and after dinner, and engage in a great number of conversations on a variety of topics.

#### Susan Skiles

As is always the case, the fall tour was wonderful – rain notwithstanding. Lots of good V8 roads that were fun even in modern cars. Cheek House was magnificent! The food and beverages at all the restaurants were delicious.

The restoration work being done at Menokin was fascinating – putting glass walls around parts of the building is very innovative in my mind. Hope to live long enough to see it completed. One Stratford Hall highlight was finding the wooden garden gate built by our good friend; it was built to the architect's plan during a renovation, but our friend had not seen it

installed.

The other highlight at Stratford was seeing Terry Thomann being chased away from the front of the house by a docent. In case he doesn't confess – he was on the gravel walking path in front of the house getting a picture of his '38 Tudor and either ignored or didn't hear the docent. I was laughing too hard to take a picture.

Submitted with many thanks to Sarah and Dave Gunnarson for their hard work planning.

#### **Hank and Cindy Dubois**

Selecting our "favorite" part of the tour was hard but we decided that it would probably be Stratford Hall, Robert E. Lee's birthplace and boyhood home. Since most of our tour's participants had visited it last year, we were the only NVRGers there when we toured it on Wednesday afternoon. Matter of fact, we only saw five other visitors during the nearly two hours that we spent there, most likely because it was in the middle of the week in the off season.

Cindy's favorite artifact at Stratford Hall was the original rocking cradle used by Robert E. Lee as an infant, located in the nursery off the main bedroom. My favorite artifact was a finely decorated flintlock rifle located over the fireplace mantle of the gentleman's after-dinner lounge and office.



#### **Model A Stainless Restoration**

*By Dave Henderson*

Henry Ford put his "rustless steel" on the Model A in 1930, and in doing so greatly reduced the use of nickel-plated trim. This gave a new lasting beauty to the car and at the same time, while I'm sure old Henry wasn't worrying about restorations that would take place scores of years later, he made it easier and less costly for owners of '30-'31s. In looking over production figures for Model As, it is noted that there were several hundred thousand more '28-'29s than the later cars with stainless.

Now, going a bit further, a review of the cars owned by the George Washington Chapter by the 250+ members revealed surprisingly that there were three times as many '30-'31s owned than '28-'29s with the nickel trim. Was the use of stainless on the later cars a factor in the apparent higher survival rate for the '30-'31 stainless trimmed cars? I believe it was.

The first phase of stainless restoration concerns dent removal. The technique required is the same as old time "pick and file" fender work, which was extensively used in the days before plastic fillers came along. Damage was roughed out with a hammer and dolly block and then finished by pick and file. Body solder, or lead, was used as filler by craftsmen only when it was not possible to get behind a dent—and not for reasons of economy (lead was very cheap), but rather as a matter of pride. Those less skillful who chose to fill dents with lead rather than use the hammer, dolly, and file were frowned upon and called "lead slingers". Now, to an extent, those people have been replaced by "bondo slingers" and the application of lead has been elevated to a so-called art!

What is the pick and file technique? The concept is simple. After attaining nearly correct contours by "bumping" with hammer and dolly, the remaining irregularities are corrected by bringing up the low spots (detected by a light filing) using a pointed tool from the underside.

The real trick is being able to hit the low spot and not elsewhere. After a spot has been raised, it may or may not need to be reworked some more with hammer and dolly, then filed again.

When the area is just about right, it becomes possible to pick up the shiny metal with file marks over the entire area. It takes patience, and some say it should be called “pick and file and pick and file and pick and file”...but it gives the best results, with no worry of future plastic failure or acid fluxes creeping to the surface from leading, thus ruining the paint job.

With stainless dent removal, “pick and file” is the only viable approach because you can’t bond or lead the dent. Stainless restoration involves miniature tools, but the basic technique is “pick and file”. I like to start with clean undersides and glass beading works well, especially when there are rust scales adhered. Tools for the underside can be made from bolts, railroad spikes, cut nails, or anything you have that can be ground to the needed contour. “Picks” of varying degrees of sharpness will be needed. With restraint, a regular body hammer can often be used, and lighter hammers such as tack hammers are useful. Coarse hammers should not be used. Often, the underside cannot be accessed, such as with stainless-clad door handles. Fortunately, the usual dents and nicks on these are shallow and can just be filed out.

After the straightening and filing, you are left with a correct contour that is covered with file marks. Seemingly harsh methods can be employed to get those marks out. I usually start with 80 or 120 grit aluminum oxide paper, although in an instance or two where an item was deeply scratched but not dented I have used the side of a grinding wheel for starters! You must keep sanding until no file marks are visible. You may find you didn’t fully complete the straightening step and have to backtrack to picking and filing. After sanding with the coarse paper (dry), go to a finer paper and sand wet. Small items can be held under a running faucet, or use bar soap to aid the flow-off of particles with repeated dripping of the paper to rinse. Sand in one direction until all cross marks are gone, then turn 90 degrees and sand until the previous marks have disappeared. Progress to finer and finer paper. You can start buffing whenever you desire, but the finer the sanding, the less buffing you will have to do. Sand to at least 400, if not 600 or 800.

To buff, a stationary motorized cloth wheel is needed. It doesn’t have to be fancy, expensive equipment. Any old appliance motor could be fitted

with a clamp-on threaded adapter for mounting a cloth wheel. As for compounds, they are available in various grits, with the darker ones being coarser. Often, I polish from start to finish with a single light-colored compound.

Be careful. The whirling cloth wheel can grab that piece you’ve worked so hard on right out of your hand and dash it against the floor or wall. Hold items firmly with both hands and in a position such that the wheel cannot kick protruding surfaces toward you. As before, with the filing and sanding, you may find previously undetected scratches or pits and find that they just don’t want to buff out. Guess you know what that means. It’s a lot of hard work, but when you finish, you can enjoy the beauty of Henry’s wonderful rustless steel and be comforted that it will never peel, flake, or rust.

The unfixable can be fixed! One problem found sometimes is holes that someone has drilled. You must have access to both sides and plug the hole with a stainless screw or a round patch cut ground precisely to the rounded hole’s diameter. Next, the protrusions on both sides must be reduced to being only slightly higher than the surrounding surface. The plug is now supported on the underside and peened, then turned over and done on the other side. From here on out, grind off, file, sand, and buff. Good luck! You may be very pleased with the results.

Dents you cannot get to the underside of are another problem; however, even such parts that have dents which are deeper than the thickness of the metal can be vastly improved by removing metal from the surrounding area with a wide taper so as to convert the dent into a wide dish that is less noticeable. On convex surfaces like gas caps, such repairs are almost impossible to detect. So give it a try—the hopeless part that’s genuine “Henry” may be saveable and you’ll be preserving the real thing!



## 2026 Membership Dues Notice

Our 2026 dues collection officially runs from December 1, 2025, through January 31, 2026.

*If you paid in advance for this year or if you already paid for 2026, I have confirmed your payment with you either by in person, by email or by phone.*

There are three renewal options:

1. **By mail.** Annual dues rate is \$25; checks should be made out to NVRG. You can also pay dues forward for several years at this annual rate of \$25.00 per year, if this is more convenient for you than paying each year. Please mail your check to NVRG, P.O. Box 1195, Vienna, VA 22183.
2. **Through Zelle.** You can also use Zelle to pay your NVRG dues electronically. If you would like to use this method, please contact our Treasurer, Bill Simons ([bsimons@rustinsurance.com](mailto:bsimons@rustinsurance.com)), who can assist you with doing this.
3. **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. Hope to see you there! Our January membership meeting is another in-person opportunity 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, continue being who we are and doing what we do to enjoy this historic era of 1932—1953 vehicles and good times together.

Paying dues on time makes my job much easier, so thank you very much!

Wishing All of You a very Happy Holiday Season,  
*Gay Harrington,*  
*NVRG Membership Chair*



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](mailto: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.



NVRG members at a lunch stop on the recent fall tour through Northern Virginia

*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](mailto:nta1153@verizon.net). To be included in the upcoming issue, ads need to be submitted by the 18<sup>th</sup> 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](mailto: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](mailto:geoff66lunt@gmail.com).



**OFFENHAUSER** Dual Intake Manifold dual Ford model 91-99 carburetors. Fuel pump with glass bowl. \$750. Call John French, 410-266-6964. (5/26)



## **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 V8 Radiator** and 1934 Ford Coupe trunk lid. Please contact **Mark Luposello**, 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](http://proxibid.com/ntarrington).



# NVRG 2025 Events Calendar



December	
<b>10</b>	<b>Caffeine Double Clutch Breakfast</b> —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at <a href="mailto:wjchad@gmail.com">wjchad@gmail.com</a>
<b>13</b>	<b>Holiday Party.</b> See information on p. 12
<b>18</b>	<b>VC Submission Deadline</b> —For articles/photos/want/sell calendar to content coordinators
January 2026	
<b>13</b>	<b>Membership Meeting</b> —7:30 p.m. Location: Green Acres Center. Program: Submarine Aircraft Carriers. Speaker: Jacob Gunnarson
<b>14</b>	<b>Caffeine Double Clutch Breakfast</b> —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at <a href="mailto:wjchad@gmail.com">wjchad@gmail.com</a>
<b>18</b>	<b>VC Submission Deadline</b> —For articles/photos/want/sell calendar to content coordinators.
<b>27</b>	<b>NVRG Board of Directors Meeting</b> —7:30 PM via Zoom. All are welcome to attend.
February	
<b>10</b>	<b>Membership Meeting</b> —7:30 p.m. Location: Green Acres Center. Program: Model A Bus Restoration. Speaker: Ken Ehrenhofer
<b>11</b>	<b>Caffeine Double Clutch Breakfast</b> —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at <a href="mailto:wjchad@gmail.com">wjchad@gmail.com</a>
<b>18</b>	<b>VC Submission Deadline</b> —For articles/photos/want/sell calendar to content coordinators.
<b>24</b>	<b>NVRG Board of Directors Meeting</b> —7:30 PM via Zoom. All are welcome to attend.

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	<a href="mailto:john@ryanweb.com">john@ryanweb.com</a>
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Tour Report	Hank DuBois	<a href="mailto:handcdubois@verizon.net">handcdubois@verizon.net</a>
Event Calendar	Nick Arrington	<a href="mailto:nta1153@verizon.net">nta1153@verizon.net</a>
Want Ads	Nick Arrington	<a href="mailto:nta1153@verizon.net">nta1153@verizon.net</a>
Membership and Dues Report	Gay Harrington	<a href="mailto:hahsuj@gmail.com">hahsuj@gmail.com</a>
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