



Northern Virginia Regional Group

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Valve Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
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Editors: Nick Arrington & Sara Karnish

December Meeting:
2025 Cliff and Sandra Green NVRG Holiday Gala
By Nick Arrington

40 plus members joined us for our annual Christmas Party which is now recognized as the “Cliff and Sandra Green NVRG Holiday Gala” after their years of work supporting this yearly event. Bill Simons again handled his Master of Ceremony duties flawlessly during the gift exchange. St. Nick even delivered a sleigh full of “French Grape” which saw a bottle go home with each guest. It was a great evening for club fellowship and exchanging gifts.

Many thanks to Joe and Sara Freund for all their hard work. The new venue offered better parking and inside accommodations but may not have measured up in other aspects when compared to sites used in the past. Joe and other B.O.D. members will be scouting other sites/ locations and explore the possibility of scheduling a luncheon instead of an evening dinner next year. B.O.D. members would welcome any ideas or comments regarding next year’s event.

More Holiday Gala pictures are on page 3.



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Up Front with the President

January 2026



President's Message—January 2026

Happy New Year to all to all NVRG members, both near and far!

December was very consistent – almost every day was well below normal temperatures. A couple of very light snowfalls have added to the sense that winter has arrived early. Can we hope for an early spring? I hope so.

We wound up the NVRG 2025 year in superb fashion with our traditional, newly-renamed Cliff and Sandra Green NVRG Holiday Gala, this year held at a new venue, Amphora's Diner Deluxe in Herndon. Many thanks to the Friends and Arringtons for securing the new location and organizing the event. The bottles of wine that each guest received were an added surprise compliments of St. Nick A. Over 40 members especially enjoyed the warm and inviting ambiance and convenience of the private room at Amphora. The always-entertaining gift exchange was conducted by master of ceremonies Bill Simons. For me, this event is the social highlight of the NVRG program and always sets a pleasant tone for the holiday season. Check out the holiday merriment in the article in this issue.

The 2026 membership renewal effort is well underway. The renewal deadline is January 31, so send your check to membership chair Gay Harrington. Refer to the notice in this issue for details. Annual dues are \$25, but I find it convenient to renew for several years at a time. Gay keeps track of our advance payments so forgetful members like me don't need to remember—she will inform us about our payment status each year. Those who want to receive a paper copy of the *Valve Clatter* by mail need to add \$20 additional to cover printing and mailing costs. Also, membership in the National Early Ford V8 Club is required for NVRG membership.

The first membership meeting of the new year will be on Tuesday January 13th at our usual meeting location, the Green Acres Senior Center in Fairfax. Jacob Gunnarson (Dave's son) will tell us about submarine aircraft carriers, an interesting technical niche of naval history. Jim LaBaugh will provide the refreshments. I look forward to seeing you at the meeting.

Best V8 wishes to everyone,

John

| NVRG Officers, Directors* and Committee Members | | |
|--|---|-------------------------|
| President – John Ryan (2025-2026) | Membership – Gay Harrington (2026-2027) | Tours—Hank Dubois |
| Vice President –Open | Programs, Refreshments – Dave Gunnarson (2025-2026) | Property—David Skiles |
| Secretary – Nick Arrington (2026-2027) | Webmaster – Rusty Rentsch (2026-2027) | At-Large—Jim LaBaugh |
| Treasurer – Bill Simons (2026-2027) | Sunshine – Keith Randall (2023-24) | At-Large—Chris Elenbaum |
| Past President—Joe Freund (2025-2026) | Fairfax Car Show—Jim Nice | At-Large—Bob Vignola |

*Elected director terms shown in parentheses

Valve Clatter

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January 2026

(cont'd from p. 1)



Dave and Barbara Westrate



The big reveal



Custom Christmas décor



Gift table



Gift exchange—always a favorite part of the evening



Enjoying some festive fellowship



Mercury dealer showroom photo and accompanying letter



(L-R) Loretta Metcalf, Patricia Smith, and Sarah Gunnarson catch up

Saturday, 13 December 2025

Merry Christmas and Happy Fording!

This item is a genuine piece of Lincoln-Mercury history. This is a piece of Ford Motor Company Artwork used by Lincoln-Mercury dealers to promote the long and storied history of the the Mercury Automobile. This particular piece of art is a from an original Ford Factory photo. It hung in in Hines Park Lincoln-Mercury in Plymouth Michigan. When Mercury production stopped in 2010, dealers were (sadly) asked to remove any items promoting Mercury, including this piece of artwork. Since this was purchased by the dealer, it did not have to be turned back into Ford, unlike interior and exterior Mercury signage. It was saved from the trash by a Hines Park Lincoln employee and stored for a number of years. In 2023 it was donated for auction at the Lincoln Experience event in Hickory Corners, Michigan, and now in 2025, it is yours (unless someone decides to "trade" with you!)



William Simons, the evening's emcee, addresses the crowd



The camel begins its journey

Ed Mascali's Garage

By Dave Westrate and Hank Dubois

Ed Mascali passed away several months ago. He was a member of our club for many years and had a 1933 Ford pickup truck. He also was into motorcycles and other hobbies. He had a very well-stocked garage with a lot of supplies and other materials collected over the years. He was a great metal and wood worker, among other things. His wife, Debbie, asked the club if we might be able to help organize it and figure out how to proceed with the disposition of it all, especially big items such as metal lathes, other equipment, and car parts.

Ten club members gathered at the Mascali house in Falls Church, VA, on December 4 to lend a hand. Nick Arrington and Gay Harrington spent time with Debbie discussing options for the future disposition of his equipment and other resources. The day went very well and we ended up with the garage much more organized, with material sorted out.

John Ryan led a team clearing the attic of car related parts, including front fenders for Ed's pickup. As the day progressed Joe Freund ended up with a substantial amount of material that he was able to take to a recycling facility, and Dave Gunnarson ended up with substantial hazardous materials such as old paint, various vehicle maintenance chemicals etc. Dave spent a considerable amount of time that afternoon at the Fairfax County hazmat recycling center properly disposing of all that material.

We were all very happy that we could lend a hand to Debbie with this overwhelming project that she was facing. It also demonstrates what a club is all about and how we help each other, especially in a time of need. We wish her well.



One work area



There was a lot of material to go through



A tireless crew of workers



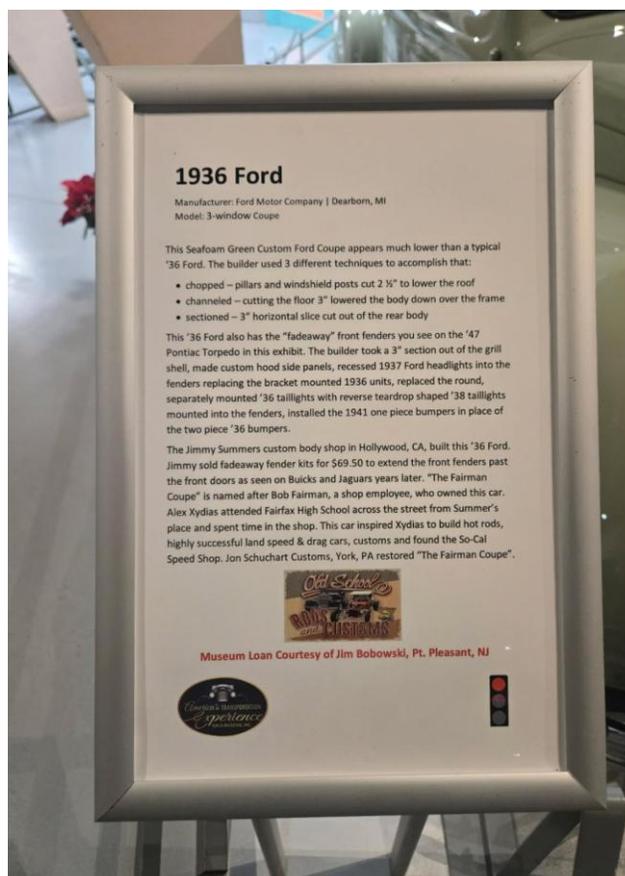
Hershey 2026—Traditional Hot Rod Exhibition

By Nick Arrington

On January 2nd members Nick Arrington, Bob Sturm, Bob Vignola, and Jim Walker ushered in the New Year by making the 3-hour trek to the AACA Museum in Hershey, PA, and took in the latest museum exhibit “Traditional Hot Rods” which is running for 6 months.

When I first walked in, I saw a slick '46 Pontiac with shiny paint, and I thought to myself, “This is all going to be a bunch of billet-built cars straight out of a Speedway Catalog.” Not the case—most of the cars were at least from the 70’s, which makes them almost 50 years old, and many were older. The next car was a traditional '30’s Ford with an 8BA. Yeah—it’s going to be a good day.

Lots of cool pieces—Flatheads, Hemis, and 4-cylinder “Bangers”. We saw motors sporting Arduin, Riley and Miller OHV Conversion kits, Chopped and Channeled rods along with laid back windshields and even a “Belly Tanker”. Even the off-brand GM and Mopar examples could quicken your pulse. The museum was still decked out with festive Christmas colors and lots of model trains running on the basement level. I noticed the staff had moved out some of the buses on the basement level and replaced them with some very early high wheel “Brass” cars—very cool. The museum does a great job switching out displays. I strongly recommend a day trip twice a year to enjoy the changing scenery.



How to Troubleshoot Slow Starters

By Francis Von Muller, Ford Mercury Owners Magazine

Originally appeared in Indiana Regional Group #56's November 2024 newsletter, Hoosier Views

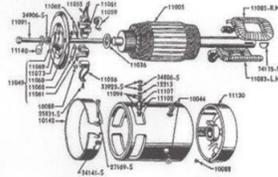
One aggravating problem that crops up with my several fine Early Ford Flathead V-8's is that of a slow revving starter, a situation that could cause much trouble in cold weather.

Here's how I attacked the problem: First, the battery must be in good shape, being charged by a full 7.6 volts put out by the voltage regulator/generator combo. Also, it is assumed that the engine is well broken in and the crankcase oil is the proper viscosity for the season.

Since the starter is a high current actuated device, it is adversely affected by the slightest bit of extra resistance anywhere in the starter circuit, which extends all the way from the battery terminals to the starter windings. This extra resistance is the chief cause of most starter problems. Therefore, check the following electrical junctions for looseness, corrosion, poor contacts, and the like.

Things to Check:

1. Battery Terminals,
2. Battery Ground Strap,
3. Starter Solenoid terminals
4. Tightness of starter mounting bolts.
6. Mounting face of starter.



If all these measures fail to produce results, the starter must be pulled from the engine and disassembled. If needed, have the commutator turned out new brushes installed (soldering required).

New brush faces may be mated to the commutator curvature by rubbing them on a piece of fine emery paper wrapped tightly around the commutator, emery side out. Before assembling the unit, polish each end face surface of the starter housing and the mating end plate to ensure good electrical contact.

Getting the rotor back in place in the starter housing can be a real chore because of the four brush springs pushing inward. I solved this one by bending four hooks from heavy wire that held the brush springs up and away from the brushes, so I could slide the rotor in place.

When remounting the starter on the clutch housing cover, don't forget to tuck the Bendix (moving) gear to the rear side of the flywheel before bolting the starter in place. The starter terminal nut should be solid copper. Carefully snug this nut in place. Do not overtighten. No washers of any kind are used in this connection.

If trouble still persists check for a bad starter solenoid or sections of 12-volt cable installed in the system by a previous owner. The cable should all be 6 Volt. Believe it or not, 6 volts will do the job if you give it a fair chance.

On the Road: When All Hell Broke Loose (Part I)

Excerpt from *My Life Behind the Wheel* by Lyle W. Lieder. Originally appeared in the January 2026 issue of *The Rear View Mirror*, newsletter of the *Volunteer V8 Ford Club*, Brentwood, TN.

(Editor's Note: This story is taken from *My Life Behind the Wheel*, a book written by Lyle W. Lieder, grandfather of Volunteer V8 Club member Phil Lieder, about his experiences of a lifetime buying, restoring, and driving vintage cars. It is season appropriate, having taken place in Minnesota in the winter of 1940 about the experience of driving a 1937 Ford coupe with a 60 hp motor!)

The year was 1940. I had just finished my first year at St. Olaf College in Northfield, Minnesota. Times were still tough following the great depression. I had been working all year long at the college power plant, through a federally funded student work program established by FDR. I had worked the maximum allowable hours, at 30 cents an hour, to defray some college expenses. In spite of the fact that tuition at that time was a mere \$75.00 a semester, I was short \$15.00 at the end of that first term. I still owned the 1926 Model "T" Ford two-door my grandfather had given me to drive back and forth the 12 miles from our farm to Northfield High School. While I hated to sell my first car, I reluctantly advertised it. I sold the Ford for \$15.00 and paid the college debt in full. Only recently I ran across that letter from the college bursar thanking me for the final payment and assuring me that my obligation had been fully met.

Jobs were hard to come by. I had taken a job

with a farmer for \$20.00 a month plus board and room. However, three months at \$20.00 per month would only net me \$60.00 at the end of the summer. I had sold a colt at our farm auction that spring for \$50.00. With tuition at \$150.00 for the year, I would still be \$40.00 short, to say nothing of books and board and room. If I were to continue my education, I simply had to find a better way.

A friend of mine, AC Thompson, had taken a job selling magazines in Iowa with his brother-in-law, Don Reineke as crew manager. He told me it was possible to net \$35.00 per week selling house to house, or possibly I should say farm to farm. However, a car was absolutely essential. I visited first with my mother about the proposition. She felt we needed to talk to Dad.

After leaving my Grandfather's farm my Dad had taken a position with the Minnesota State Highway Department as the operator of a big motor grader. Mother and I drove out to where Dad was grading the road. As we talked the matter over, my parents felt that the selling job really sounded too good to be true. Yet, they were realistic enough to realize that college was out of the question unless I came up with a better financial arrangement. This seemed to them like a risky scheme, but then, something had to be done, and AC Thompson was making good money he was my age and was driving a very good 1937 Chrysler Royal coupe.

Dad finally suggested I look for a dependable car. I did have the \$50.00 from the sale of the colt. If I could find a satisfactory vehicle, with that amount as the down payment, Dad said he would sign a note for the balance. My remarkable folks always seemed to come through in the end. Also, I did have the \$20.00 from my first month's farm work which would be enough to cover my initial expenses in Iowa. Dad had to continue grading Minnesota roads, so Mother and I started looking for a suitable car.

DeMann Chevrolet in Northfield had a clean low-mileage grey Ford V-8 "60" coupe which could be purchased for \$350.00. They would accept the \$50.00 as a down payment. With Dad's signature along with mine on a loan, the little car could be mine.

It was a super clean little unit with less than 30,000 miles on the odometer, new tires, and not a scratch or a mar. It seemed to be "just what the doctor ordered". We bought the little coupe.

I was to discover, however, that "60" stood for 60 horsepower. While it ran well, and the little engine was economical, it was grossly under-powered.

The job meant working with a crew, selling Crowell-Collier Publications. The three magazines of that company were "The American", "Colliers", and "The Women's Home Companion." As I recall, a year's subscription to the weekly "Colliers" was \$2.50. "The American", a monthly, was \$2.00 and "The Women's Home Companion", a monthly, was \$1.50. In combinations the price was slightly less. For example, as I remember, all three sold together for \$4.75, or in trading terms, about five fat five-pound hens. A large "heavy" hen would bring about a dollar at a local produce station, and I got pretty good at estimating a five-pounder. Of course we would not turn down cash, but cash, following the depression, was a much harder commodity to come by. I called only on farm people. Rural people had little money but lots of chickens. So I took literally hundreds of fat hens.

I was one of a crew which varied from 12 to 15 salesmen, headed by our crew manager, Don Reineke, who incidentally, was the husband of Elnora Thompson, one of our former rural elementary school teachers. We were restricted to the territory of Western Iowa. Don and "Doc" Watkins, an older salesman, as well as Doc's wife, worked the towns. Most of the rest of us, with cars were assigned a rural route. A car was not just a luxury, it was a necessity.

Previously, Don would have arranged with a local organization for the purchase of some kind of needed life-saving or fire-fighting apparatus. The organization would then "sponsor" us, so to speak, by providing each salesman with a letter of introduction.

We, naturally, opened our sales pitch by presenting this letter to each new prospect. For this very helpful introductory service, the organization would receive a commission on each subscription, which would be applied toward the purchase of the desired apparatus. AS a result, the local newspapers would often tell of our "mission". This gave us an immediate recognition and authenticity which made opening doors easier. However, door-to-door selling is just that. It is not easy. First you have to sell yourself to each prospect and then you have to sell your product. This approach was an excellent preparation

for the ministry. As a matter of fact, that kind of work would be good preparation for any kind of life work or profession.

I had been told that I could clear \$35.00 a week if I worked hard. My Dad said that if I sent home, for my bank deposit, \$35.00 the very first week, he would add another \$5.00. My Uncle Edd Wymann heard of Dad's proposition and said if I could manage to accomplish that, he would add still another \$5.00. I don't think either of them felt they had anything to worry about. \$35.00 net with a new and untried job was a pretty outlandish goal to achieve for those days in 1940. I suppose I scrimped some that first week on food, I really don't remember, but I was actually able to send home \$35.00 that first week. Both Dad and Uncle Edd ponied up, so after my first week I had \$45.00 in my savings account! It was all down-hill after that.

Incidentally, I was a reasonably successful salesman. For several weeks I held the national weekly sales record for the entire Crowell-Collier Publishing Company. However, much of the time it was because I was willing to mess with the chickens. I had a crate made to fit the trunk of the Ford, so I could close the lid when the crate was empty. When it was loaded with chickens I would leave the lid ajar. There were times when cash came more easily, but much of the time it was a combination of chickens and cash. Often, one old hen and 50 cents paid for a year's subscription to "The Women's Home Companion", for example. I got quite skilled at picking out a large hen, chasing her down and catching her by the leg with my long-handled wire catcher. Many days I was forced to make several trips to the local produce station to sell my hens.

I had planned to spend only that summer selling magazines, but with three years of college ahead, I decided to stay on until the following fall. Thereafter, I worked only summers until my undergraduate work was completed. Actually, I had enough money left after my senior year's expenses to buy Betty a diamond!

All that I have said thus far is only the introduction to the topic of this chapter, "Driving when all hell broke loose." AC Thompson, my young salesman friend and I had driven together in my Ford coupe, from Coon Rapids, Iowa, where we were working, back home for Armistice Day week-end. It turned out to be an extremely harrowing week-end.

Saturday was very pleasant with unseasonable temperatures ranging into the 70s. Sunday, the 11th, began warm likewise, with temperatures in the 60s. As I remember clouds began to form around noon and the weather began looking threatening. After dinner, it began to rain, so AC and I decided to start back to Iowa a little earlier than usual. We needed to be at work come Monday morning!

It was about 2 PM that Sunday afternoon when AC and I decided to head back south. It was raining, but driving in rain is no problem when all is working well. As we came into Mankato on US Highway 169 the rain was coming down in sheets. All of a sudden the Ford spun around in a complete circle! The rain had abruptly turned to ICE! Instantly, there were snow flakes appearing on the windshield. Within a few blocks the wet snow fell heavier and heavier until as we were leaving Mankato my windshield wipers were having difficulty clearing the windshield. At that same time, I became aware that the windshield was icing up under the wiper's sweep.

Those early Ford V-8s were notoriously cold runners. The only way to keep warm was with a gas heater. My car did have a gas heater. Gas heaters put out tremendous heat, enough to literally burn the hair off your legs, but they were almost totally ineffective as defrosters. With ice forming under the wipers, I decided to go back to Mankato and purchase some wiper blades with a salt bar attached to melt the accumulating ice. These blades were constructed with bars of salt covered with fabric. They left a streaked windshield, but they did melt the ice. We drove back down town and should have stayed there, but we had come only 60 miles from home and we needed to be at work in the morning, so we drove on.

We attached the new wiper blades, put on our chains and started back out of town. The snow had intensified amazingly. It was coming down so hard that finding the roadway was a major problem. After several miles we wished we had stayed in Mankato. US Highway 169 was now only two tire tracks. When meeting an infrequent car, each of us would pull out of the tracks to let the other car pass by. Eventually, there were no more cars to meet. Even to see the diminishing tracks became almost impossible.

At length, we came upon a 1936 Plymouth

stuck on the edge of the road. By this time the snow was at least a foot deep everywhere and snowing very hard. We started to pull around the Plymouth when we saw some movement inside the car. Naturally we stopped. It was a school teacher with her elderly mother. They were trying to get back to Des Moines after spending time with family in Minnesota.

Growing up in Minnesota, I always carried a snow shovel in winter. A fellow never knows when he will need one. We got out the shovel and with some effort AC and I got the Plymouth back into the two tracks with snow coming down hard. The temperature had now dropped way down as well as the wind had picked up considerably, obliterating the faint tracks in the middle of the road. The two ladies were going out way so we told them to turn on their headlights and keep our car in sight. I told them to follow us closely, as we tried to find some kind of shelter for the night.

It was impossible to know where we were exactly. It was snowing so heavily the telephone poles along the road were not even visible. Much of the time I found we were wallowing in deep snow outside the invisible tracks. With their headlights on, I knew the two women were right behind us. We were barely creeping as the snow got deeper and deeper. I knew it was only a matter of time until we could progress no more. We hadn't met a single car since we stopped to help the ladies.

There were always signs along the road to announce the approach to a town. We must have passed several towns but it was snowing so heavily the signs could not be seen. I had no idea how far we had come or where we were. I felt it was almost miraculous we were still on the roadway.

Barely moving, with darkness approaching, we thought we could see, through the blowing snow, the shadowy outline of trees beside the roadway. I remembered that Amboy, Minnesota, at that time, had huge elms growing on either side of Highway 169. We crept along, looking for what might be a street leading us into the town. Eventually I saw what I felt had to be a street, since there was a gap in the silhouette of the ancient trees. We made the turn with the two women following. We were, indeed, in Amboy! Thank goodness!

We managed to move on down the street to the center of town. Everything seemed to be closed

down tightly for the blizzard, and of course, it was Sunday. As we passed a little gas station a light came on. AC and I went to the door. Fortunately the owner had returned to check on something. We asked him where might put up for the night. There were no motels in Amboy at that time. We explained the fact that we had the two women who needed accommodations as well.

He pondered for some time, then suggested a couple of maiden ladies who owned a large house, right on the main street, only a block or so from the station. They occasionally took in a roomer. He was quite certain they would have space for the teacher and her mother. Perhaps they could suggest a place for AC and me as well. We thanked him and drove through the ever deepening snow to the location he had given us.

I went to the door and explained our situation. Looking out at the raging blizzard, the ladies said they could accommodate the school teacher and her mother, since this was an emergency. Their roomer had gone home for the week-end and hadn't returned. I asked if they could suggest a place for AC and me. They couldn't come up with a suggestion, until one of the ladies suggested their third story store-room. They said that the room was not heated, but there was an old bed up there and they had plenty of blankets and feather ticks that we could use for warmth. If we wanted to stay, we would be welcome to do so. Needless to say, AC and I took them up on their generous offer. It was a bitter night, but the blankets and feather ticks kept us comfortable.

During the night the storm had abated somewhat, although it was bitterly cold, way below zero. Later in the morning, it seemed as though the snowing had stopped altogether, but with the wind it was hard to tell.

(Part II continues in the February issue of *Valve Clatter*)

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), who can assist you with doing this.
3. **In person.** Our January membership meeting is the perfect opportunity to renew your 2026 dues in person.



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 and generated revenue along with calendars (that have been discontinued) for years along with calendars for years, and we would like to bring it back again.

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

January 2026 NVRG Membership Meeting

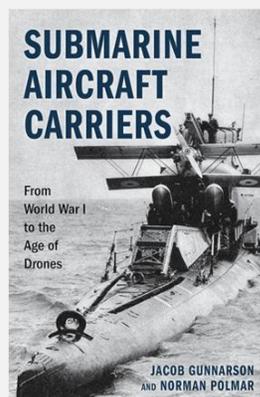
Our first meeting of the year will feature a presentation by the author of a recently released book: *Submarine Aircraft Carriers - From World War I to the Age of Drones*. The book covers the history of aircraft-carrying submarines, from its origin in WWI Germany to modern submarines capable of launching drones. Via Zoom from his home in Honolulu, Jacob Gunnarson will give us a summary of his decade-long research into this topic. Signed copies of his 308-page hardcover book will be available at the meeting to purchase for \$40 (saving tax and shipping fees compared to ordering on-line).

There will also be refreshments provided by Jim LaBaugh and fellowship, so don't miss it.

Date: Tuesday, January 13, 2026

Time: Doors open at 7:00 pm, meeting starts at 7:30 pm

Location: Green Acres Community Center in downtown Fairfax





In Memoriam



We lost two members in October and December—Don Pauly and Frankie Martin, respectively.

Don Pauly passed in October at the age of 95. He was a member of both our V-8 club and the Lincoln Zephyr club. He spent 35 years with the Navy as a Captain. He contributed many interesting articles to the *Valve Clatter* describing some “tough spots” they got into with Navy vessels and mine sweepers. He was a fixture at the Sully show with his V-12 Lincoln, which always drew a crowd as he explained the driveline and overdrive transmission. His passion for the cars will be missed.

Frankie Martin and his spotless 1951 Ford were an “item” with the club for over 20 years. He passed several days prior to Christmas. He was 82 years old. He was raised in “rural” Western Fairfax County and told lots of stories about the dairy farms he worked on during his summers and the subdivisions that now stand in their original footprint. I heard Dave Gunnarson spotted him 20 some years ago driving his '51 and followed him home where he convinced him to join the club. He was very active in club meetings, tours, picnics and was the first to show up when a member asked for help with a cranky car or truck. Gay Harrington’s truck “Budster” always responded favorably to a visit from Frankie. I worked with Frankie when our club hosted an Eastern Meet years ago where together we marked the parking lot/fields with a stringline and chalk. He was quick with a joke and had a wonderful sense of humor. He has been described as a “Cornerstone” and “Salt of the earth type-guy”. He’ll be missed by all.



Don Pauly

RIP and Godspeed to both.

--Nick Arrington, Editor



Frankie Martin and his '51

Frankie Martin Memorial Service

- Sat Jan 17th 11:00 a.m.
- Graveside Service (not inside building)
- National Memorial Park
7482 Lee Highway
Falls Church, VA (Close to Merrifield area)

Look for the blue tent and "Martin" sign pointing to the service area. If you get lost, staff says pull into the funeral home lot and ask for a map





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_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)



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.



302 Motor '87 Ford Truck/Bronco specs. Rebuilt by local shop. Aluminum Intake with 4BBL carburetor, Chrome Valve covers. \$1200.00 OBO Call member **Jerry Atkins** 703-264-0413. (6/26)



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.



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.



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.



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 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





NVRG 2026 Events Calendar



| January 2026 | |
|--------------|---|
| 13 | Membership Meeting —7:30 p.m. Location: Green Acres Center. Program: Submarine Aircraft Carriers. Speaker: Jacob Gunnarson |
| 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. |
| February | |
| 10 | Membership Meeting —7:30 p.m. Location: Green Acres Center. Program: Model A Bus Restoration. Speaker: Ken Ehrenhofer |
| 11 | Caffeine Double Clutch Breakfast —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at wjchad@gmail.com |
| 18 | VC Submission Deadline —For articles/photos/want/sell calendar to content coordinators. |
| 24 | NVRG Board of Directors Meeting —7:30 PM via Zoom. All are welcome to attend. |
| March | |
| 10 | Membership Meeting —7:30 p.m. Location: Green Acres Center. Program: Model A/V-8 Project Update. Speaker: Chris Elenbaum |
| 11 | 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. |
| 31 | NVRG Board of Directors Meeting —7:30 PM via Zoom. All are welcome to attend. |

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