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Value Clatter

Early Ford V-8 Club of America

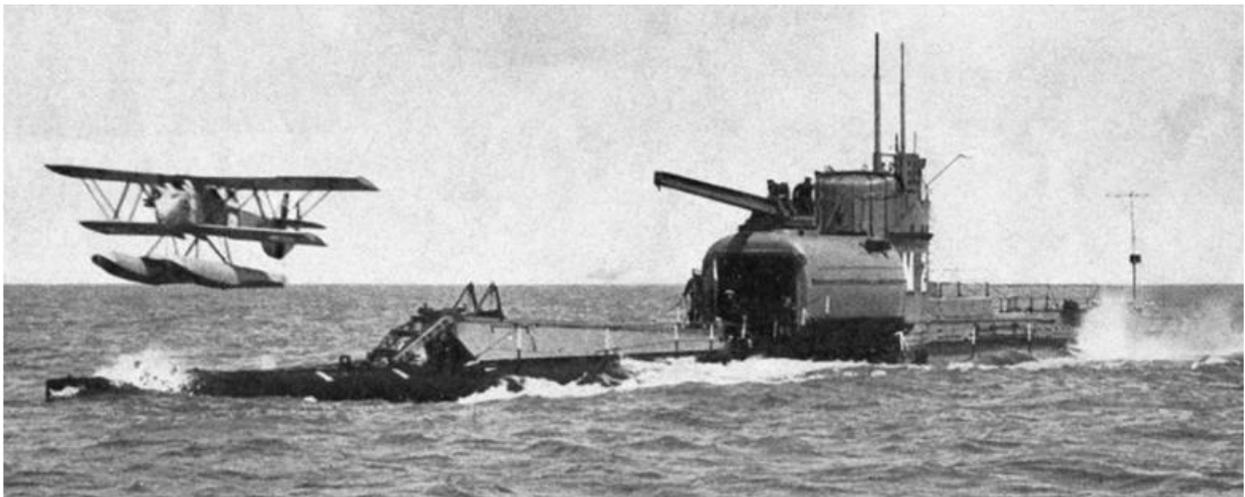


*Northern Virginia Regional Group #96
Chartered December 11, 1977*

Volume XLVIII, No. 2, February 2026

Editors: Nick Arrington & Sara Karnish

**January Meeting:
Submarine Aircraft Carriers—From World War II to the Age of Drones
A Presentation by Jacob Gunnarson**



The January NVRG Membership meeting featured a remote Zoom presentation by Jacob Gunnarson, son of NVRG member David Gunnarson, from Honolulu, featuring his recently released book on submarine aircraft carriers. His book covers the entire history of aircraft carrying submarines from 1912 to 2025. From a very young age he was interested in submarines and marine biology. He was also interested in astronomy which led him to get an undergraduate degree in physics. He is currently pursuing a PhD in marine science at the University of Hawaii. These interests converged into a passion to research the topic of submarine aircraft carriers and resulted in this book.

Jacob began the presentation by explaining that aircraft carrying submarines represent the unification of the two most significant warfare innovations of the 20th century. Jacob explained that to date there have only been three books published on this topic.

(cont'd on p. 3)

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Up Front with the President

February 2026



President's Message—February 2026

As I write this, last weekend's snow/sleet combo is still on the ground. With the forecasted temperatures, it'll be with us for a bit longer. Thankfully, we seemed to have dodged the extensive power outages that occurred in other areas.

For 2026, we have some notable changes to the NVRG board of directors. First, board member Jim Nice is our new vice president, replacing Joe Freund. This enables Joe to focus on the annual picnic and the holiday party, two well-attended events. Second, I welcome two new members to our board of directors—Chris Elenbaum and Bob Vignola. Their roles will evolve during the year.

A shout out to the dynamic "Gunnarson Guys" who conquered unexpected internet gremlins at the January membership meeting to put on a very entertaining program on the history of submarine aircraft carriers. The remote presentation by Jacob (Dave's son) from Hawaii (!), was our first-ever use of the power of the internet in this way. This approach expands the range of topics and presenters for future programs. In fact, this month's program will use the same approach. (BTW, you can watch Jacob's presentation via YouTube [here](#)—Ctrl + Click on link to view. Jacob's book on the subject is available directly from Dave for \$40 or through Amazon.)

The 2026 membership renewal deadline was January 31. However, at month's end, only about half of dues-paying members had renewed. Each year, our intrepid membership chair, Gay Harrington contacts members who haven't renewed. Sending her a check right away will make her job easier.

The February membership meeting will be on Tuesday February 13th at our usual meeting location, the Green Acres Senior Center in Fairfax. Ken Ehrenhofer will walk us through the restoration of a rare Model A bus – a huge project with many unique challenges. I look forward to seeing you there.

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 – Jim Nice	Programs, Refreshments – Dave Gunnarson (2025-2026)	Property—David Skiles
Secretary – Nick Arrington (2026-2027)	Webmaster – Rusty Rentsch (2026-2027)	At-Large—Open
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

We thank Jim LaBaugh for his many years of serving on the BOD. Jim will still be active with general membership—he's just "jumping off the running board" as a BOD member.

Value Clatter

~ 2 ~

February 2026

(cont'd from p. 1)

Two, by the same author, are incomplete and contain factual errors. A third book was published in Russia in very limited numbers. Jacob was able, after a very long wait, to borrow a copy from the New York City Library which had to retrieve it from off-site storage and may be the only library copy in the United States. The material in the Russian book is essentially unavailable for scholars and others interested in this topic, so Jacob has been able to bring the information to light.

This topic is somewhat obscure, and since Jacob wanted to include all instances of submarines and aircraft used for this purpose in his book, he obtained over 400 sources in seven different languages. With the help of Google Translate, he was able to consolidate the information into his book.

Jacob explained that until the current era, submarines were essentially surface ships spending a majority of their time at sea at the surface. Combined with the low height of an observer on the submarine and large ocean waves, it was difficult for a submarine to spot targets. Adding the capability to see long distances was attractive and this is a capability which aircraft could provide; thus, the marriage of submarines and airplanes was attempted by several nations.

Early trials consisted of taking a float plane out to sea lashed to the submarine, then submerging and floating the airplane allowing it to take off. This arrangement wasn't satisfactory for many reasons. The exposed aircraft was easily damaged; recovery of the airplane problematic, and the submarine had to be at the surface with the airplane attached.



January 1915 experiment on the U-12

The next phase of development included installing an enclosed hangar and an aircraft which could be partially disassembled to fit in the hangar and then extracted at sea, re-assembled and then flown to conduct reconnaissance.



Trials on the USS S-1 at Hampton Roads, October 1923 showing the tubular hangar and an assembled S-1 aircraft



Martin S-1 submarine-launched floatplane, 1923

It then could land next to the submarine, be lifted out of the water and taken apart to fit back in the hangar.

After disappointing trials, most nations gave up on the concept; however, Japan continued to develop aircraft carrying submarines and suitable aircraft.

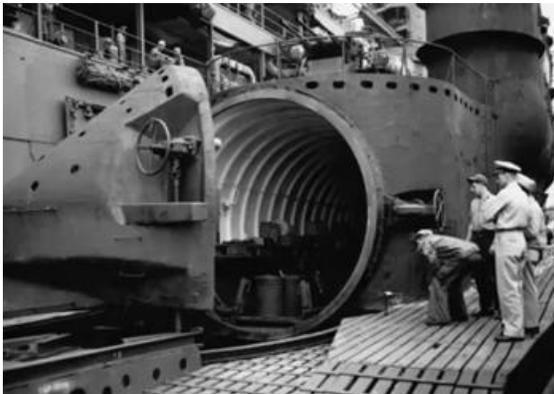


One of approximately 40 Japanese Imperial Navy Type B submarines

In September 1942, a submarine launched airplane dropped incendiary bombs in an Oregon forest. This is the only bombing of mainland United States during the war and illustrates the range and capability of aircraft carrying submarines.



Ultimately the Japanese built several I-400 class submarines which held three Aichi M6A Seiran aircraft. These aircraft were very fast and capable and able to carry significant armament. These submarines had long operational ranges and one final mission of the war was intended to bomb the Panama Canal.



I-400 class Japanese submarine aircraft hangar

He mentioned that the only surviving airplane designed for submarine service resides at the Udvar-Hazy Air and Space museum. Across the aisle from the Serian is one of many surviving Fa 330 Bachstelze towed auto gyro "rotary kites" which the German navy designed to be towed behind a submarine.



Aichi M6A Seiran

Connected by a cable, it has no engine and relied on the submarine's speed through the water to "fly" several hundred feet above the submarine.

Jacob continued his presentation with a review of seaplanes being refueled by submarines and even experiments with nuclear bomb carrying aircraft. These efforts were obsolete with the introduction of nuclear submarines and submarine-launched missiles.



Japanese Aichi M6A Seiran on display at the Udvar-Hazy Air and Space Museum



German Fa 330 Bachstelze also on display at the Udvar-Hazy Air and Space Museum

Jacob's presentation was recorded, so you can view his presentation on YouTube by clicking [here](#) (Ctrl+Click on link). Author signed copies of Jacob's 308-page book are available for \$40 from Dave Gunnarson or available unsigned through Amazon.

Travels with Jim

As told to Nick Arrington

On recent travels to visit family, Jim Walker stopped in Chattanooga, Tennessee to visit the Coker Museum, located at 1309 Chestnut Street, founded by “Corky” Coker of Coker tire fame.



Jim found over 100 cars, trucks, and motorcycles, including high wheelers, brass cars, buses and race cars. Coker also owns the old “Honest Charlie” Speed Shop enterprises, which he bought out years ago, and has that display in the museum. Corky was born into a family that was involved in the tire business, and his father was an old car guy himself.

Corky was a pioneer in the classic/antique tire business and took it into the stratosphere during his 40-year involvement. Jim Walker bought his first set of “Coker Classics” from Corky in the trailer they set up at Carlisle every year. In addition, Corky has a full restoration shop, including wood and machine shop capabilities, for making artillery style wheels and wooden spoke automobile wheels for teens and 20s vehicles.

While soaking it all in Corky came down a set of steps where Jim told him about buying tires from him in '96. They spoke about tires and the old car hobby and more. Jim found him to be a very down-to-earth guy and Corky posed for a picture with Jim before heading into the restoration shop. Later, on the other side of town, there is a tow truck museum which Jim headed over to visit next.



Jim Walker rubbing shoulders with Corky Coker

Jim Walker and others in the big truck crowd are sometimes referred to as “Truck Queers”. Don't take that the wrong way. It's a term of “endearment” for men that are “moved” by big-big-big trucks. As a kid, Jim was introduced to the service station business helping his dad, so riding in tow trucks and wreckers was second nature to him.



As a matter of fact, Jim recognized museum photos of an Autocar wrecker owned by a guy named Jack Hit in Rockville years ago.

Jack bought a military surplus Holmes wrecker rig—the largest rig Holmes made at that time—from a government facility in Aberdeen, Maryland and put it on an Autocar chassis. Jim remembers it as the largest rig working in the region for years until it was sold or disappeared.

There in the museum was a photo display of the same truck Jim remembered as a kid. The museum had a display of wreckers based on large automobiles with stout frames with big motors like Lincolns and Packards, which explained why those vehicles were prime candidates for wrecker conversion because of their stout underpinnings and powerful motors. Jim highly recommends visiting both museums if you are in the area, and plan on spending the better part of a day, especially if you're a "Truck Queer".



In Memoriam



27 club members joined friends and family of Frankie Martin at his graveside service on January 17th. The overriding message delivered by those in attendance was Frankie's sense of humor and devotion to family. Several family members mentioned Frankie's strong affiliation with the car club and thanked the members who were present. Family members thanked everyone for turning out on a cold damp day.

Also, we just learned the passing of member Art Zimmerli. Art hosted picnics at their area farm for years. His son and club member Steve will be providing service information when it is finalized. God Speed to both Frankie and Art.



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

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. This month we pick up where the January issue left off, with the author and his fellow salesman friend stuck in a blizzard in the winter of 1940. They are trying to get home in their 1937 Ford coupe).

AC and I were anxious to get on our way. We kept watching the street for signs of a snow-plow. Along about noon a plow went by. We bade farewell to our "sisters of mercy" and the teacher and her mother. We were determined to follow the snow-plow more closely.

As we made inquiry, we discovered that Highway 169, the north-south road, was entirely blocked and impassable. The snow-plow crew felt certain they could open only the east-west road. They said we could tag along behind.

The wind had been strong and the drifts were deep and hard. The snow-plow was the old "V" type, not a rotary. They would struggle back and forth with every large drift, of which there were many. When they broke through, we would follow until they reached the next big drift. We would wait until the way was cleared and then proceed again. As the afternoon wore on we had covered several miles, but by this time the wind had picked up and it had started snowing again. With the blinding snow the snow-plow crew decided the weather was just too bad to proceed. They turned around in a farmer's yard and headed back to Amboy.

They had said we could follow them back, but since the day was drawing to a close, with the wind and blowing snow, they thought it best if we stayed where we were, especially if the farmer and his family could put us up for the night. The family agreed that we could have one of their kid's room. The kids could double up. So, we spend the second night of the great blizzard at a farmstead

somewhere east of Amboy.

That farm family was wonderful. We really had a delightful evening with them. This particular farmer was a turkey farmer. He had raised something like 10,000 turkeys. He had them in a shelter on a 40-acre field adjacent to the farmstead. He said he had been worried about the turkeys during the storm and decided to check them out. The fence around the 40-acre enclosure started not far from the house. He said he followed the fence back to the house. At this point he had not yet located his turkeys. He said that the produce company was supposed to have picked up his birds the previous Friday, but for some reason they had never shown up.

The next morning, Tuesday, the sun was out, the snowing had ceased, the wind had subsided, but it was extremely cold, way below zero. Drifts were piled high everywhere. The farmer was finally able to locate his turkey shelter. He estimated that 8,000 of his 10,000 turkeys were dead! We spent one more night with that farm family. Early Wednesday, a plow came through and opened up the highway. AC and I were finally able to make our way to Coon Rapids, IA.

For most of us who were caught in the Armistice Day Blizzard of 1940, it's a memory that hasn't faded with time. Words can hardly describe the impact of that awful event. Many were caught off guard by the severity of the storm. 60 degree temperatures during the morning of the 11th were followed by single digit readings by the morning of the 12th. Winds of 50 to 80 mph whipped up 20 foot drifts over many parts of Nebraska, South Dakota, Minnesota, Iowa, Wisconsin and Michigan. Most storms starting in the west weaken as they cross the plains, but not this one. This storm cut a 1000 mile swath across the heartland. Some areas of Minnesota recorded a snowfall in excess of 27 inches.

The storm sunk three freighters and two smaller boats on Lake Michigan, where 56 sailors lost their lives. A garage in Winona, Minnesota, was turned into a morgue where frozen duck hunters were brought in for identification. One hunter had frozen solid standing up in water, holding on to a branch with both hands. He was brought in with the branch still clutched in his frozen hands. 49 died in Minnesota alone. 144 in the mid-west lost their lives and a total of 162 died in the storm nationwide. The storm cost 1.5 million dollars in Minnesota alone.

Remember, those were 1940 dollars. 20 foot snowdrifts caused rescuers to use long probes to find missing cars.

One storm called it "a storm like no other". Others referred to the blizzard as a time "when all hell broke loose". The Armistice Day blizzard of 1940 was listed as the number two weather event of the century. Only the dust bowl of the thirties outranked it!

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Beginning Saturday, Nov. 9

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THE SATURDAY EVENING POST
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soften the engagement and prevent wear. So slight is the wear that replacements of clutch parts or adjustments are practically never required. While more expensive to manufacture, this type alone, provides a connecting unit between the crankshaft and driving shaft that gives the highly efficient, trouble-free operation that Ford standards of reliability demand.

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Akron Automobile Show
East Market Gardens
 240 East Market St.
Beginning Saturday, Nov. 9

A BRITISH EMPIRE PRODUCT

LADIES HOME JOURNAL
1937 Ford V-8

A WORD FROM THE BRIDE IS SUFFICIENT

Many a bright young bride has found that a well-timed hint will bring her the wedding presents she really wants. "Look, Dad. Don't you like the clean, modern lines of the new Ford V-8? Jim says that's the one car he'd always feel safe to have me drive, and it's awfully economical to operate."

Last Call for 2026 Membership Dues

THANK YOU to the many NVRG members who have already renewed or joined! If you have not yet renewed your membership for 2026, please do so right away.

All renewals must be in by 02-01-2026 to assure membership for 2026 and continue receiving our monthly *Valve Clatter* newsletter. Annual dues for the Northern Virginia Regional Group (NVRG) are still only \$25.00. Please make checks payable to Northern Virginia Regional Group (NVRG) and mail payment to:

Northern Virginia Regional Group (NVRG)
P.O. Box 1195
Vienna, VA 22183

Prefer to pay your dues renewal electronically via Zelle? You can contact Treasurer Bill Simons at bsimons@rustinsurance.com to do so.

If you have any changes in your member data (new address, sold vehicle, different email address, etc.), for 2026, please contact Membership Chair Gay Harrington hahsuj@gmail.com or 571-213-1740 to make these changes. We seek to keep our club records accurate and useful so that members near and far can easily contact each other.

All NVRG members will receive a 2026 membership list as soon as our dues renewal is finished and the records for 2026 can be updated.

WANTED

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.



February 2026 NVRG Membership Meeting Model A Bus Restoration

The February 2026 NVRG Membership Meeting features a presentation via Zoom by Ken Ehenhofer about his purchase and amazing restoration of a 1930 Model A 330-B passenger bus. This bus is now residing at the Gilmore Museum in Hickory Corners, Michigan transporting attendees around the grounds. Ken's presentation will feature a look into the awe-inspiring amount of work that he and some volunteers undertook to bring this bus back from near ruin to a stunning example of an excellent Ford Motor Company product.

There will also be fellowship, along with refreshments provided by Nick Arrington, so don't miss it.

Date: Tuesday, February 10, 2026

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

Location: Green Acres Community Center in downtown Fairfax





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.



PRICES REDUCED: 5-ton long Chassis hydraulic service jack. Was \$500.00, now \$250. Four 3-ton high-lift jack stands: were \$100, now \$70. Two steel car ramps were \$50.00, now FREE. 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 Fathead Block or a pressure tested used block. Running engine not necessary as long as there is no water in the oil. Call **Clift Hardin**, 703-408-3770 (8/25)



1934 Ford V8 Radiator and 1934 Ford Coupe trunk lid. Also looking for 1933-34 Restoration Manual from EFV8 Club. Please contact **Mark Luposello**, 703-399-0999, leave message (8/26)



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





NVRG 2026 Events Calendar



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.
April	
14	Membership Meeting —7:30 p.m. Location: Green Acres Center. Program: Early Flight and the Wright Brothers. Speakers: Peter Jacobs via Milford Sprecher
15	Caffeine Double Clutch Breakfast —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at wjchad@gmail.com
18	VC Submission Deadline —For articles/photos/want/sell calendar to content coordinators.
	NVRG Board of Directors Meeting —7:30 PM via Zoom. All are welcome to attend.

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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
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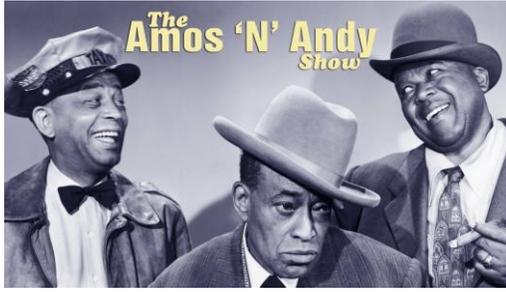
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ptautoexperts@aol.com





Can you guess?

Click on the link to access the clip from [Amos and Andy](#) and see if you can name the convertible coupe
Send your guesses to Nick Arrington, *Valve Clatter* editor, at nta1153@verizon.net.

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