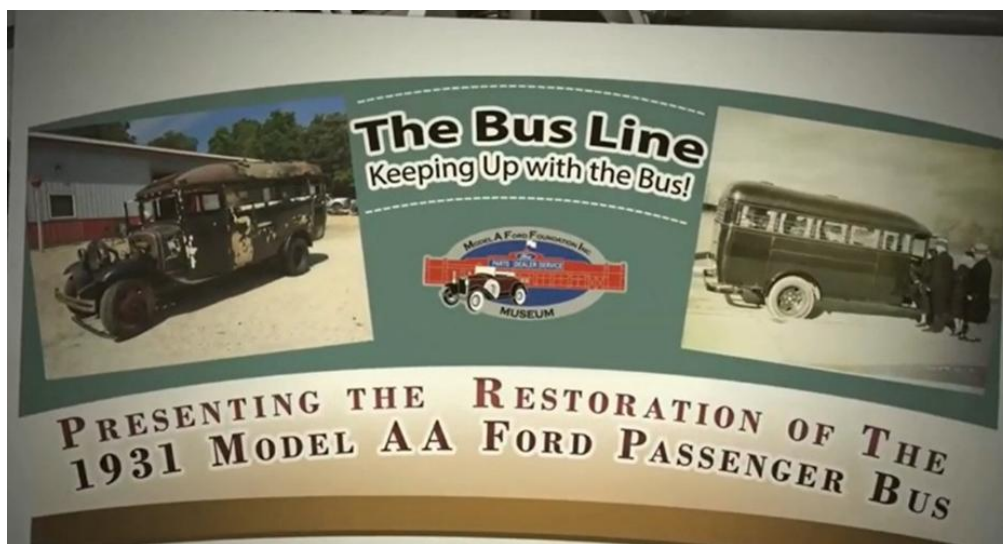


**February Meeting:
Restoration of a Ford Late 1931 Model AA 330B Adult Passenger Bus
By Jim Nice**



The February NVRG Membership meeting featured a remote Zoom presentation by Ken Ehrenhofer on the restoration of a Ford 1931 Model AA 330B Adult Passenger Bus. Ken Ehrenhofer is a Model A collector and enthusiast and has been in the car hobby since he was in high school. He drove a Model A Coupe to his senior prom in downtown Chicago. His wife is editor of the *Model A News*.

The Ford 1931 Model AA 330B adult passenger bus was made and sold by the Ford Motor Company. 330B was the product designation for the bus in Ford's product line. Ford built it on their Model AA truck platform, which is essentially a Model A platform with a stronger frame. The bus is powered by a 4-cylinder Model A engine and 4-speed transmission.

(cont'd on p. 3)

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Up Front with the President

March 2026



President's Message—March 2026

I don't know about you, but I am tired of this winter and very much looking forward to a bit of spring warmth. Only problem with spring is that I won't be able to blame the weather for why I haven't been making much progress on my car projects.

The first tangible sign of spring is happening this month. No, I'm not talking about crocus sprouting from your lawn in the surprising places where the squirrels have moved them. Rather, it is the first swap meet of the season – the AACA Indoor/outdoor meet in Westminster, MD, on Friday & Saturday, March 27 & 28. More details are in the Calendar of Events. A group of NVRGers usually trek to the meet on Friday, so stay tuned for an email message about carpooling arrangements.

Now that our official membership renewal period is over, our intrepid membership chair Gay Harrington reports we have a total of 101 members, a significant drop of 17 from 2025. Hopefully, a few of the non-renewers will straggle in during the next week or so. Nevertheless, this issue of the *Valve Clatter* is being sent to only those who are current paid-up members.

The March membership meeting will be on Tuesday, March 10th at our usual meeting location, the Green Acres Senior Center in Fairfax. Chris Elenbaum will bring us up to date on his extensive project building an A-V8 from the ground up. I look forward to seeing you there.

Best V-8 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—Jim LaBaugh
Treasurer – Bill Simons (2026-2027)	Sunshine – Keith Randall (2023-24)	At-Large—Chris Elenbaum
Past President—Joe Freund	Fairfax Car Show—Jim Nice	At-Large—Bob Vignola

*Elected director terms shown in parentheses

(cont'd from p. 1)

The bus seats 16 passengers plus the driver. It was designed for use in local commuting and city traffic and is not very fast. The bus body was made by the Union City Body Company in Union City, Indiana. The bus has a wooden floor and roof, and the rest of the body is framing and sheet metal. The roof has wooden bows raising the roof to accommodate the height of adults. The windows have curtains (pull-down shades were optional) and separate window regulators. Much of the bus interior is wood-grained. The bus has a 157-inch wheelbase. The passenger entrance door has a small window in its bottom-half for the driver to see small children at a bus stop. Purchasers of the bus in 1931 would have included local government municipalities, private businesses, and churches. The bus could be purchased new from Ford for \$1,500.

Ken bought the bus in 2011 at the Lee Roy Hartung auction, having tracked it under Lee's ownership since the 1970s. Lee Roy Hartung was a junk man and an eccentric person who never sold anything. He would clean out people's homes and take away old cars on request. He collected cars (including lots of Model A's and V8's), automotive memorabilia, pedal cars, toy cars, radios, very early TVs, and other Americana. He even converted his property into a museum to prevent him from being evicted. He had a very large collection of license plates and a collection of 22 very rare vintage motorcycles. Lee Roy installed red and green lenses in the passenger bus headlights, painted the bus black, and called it a "Paddy Wagon" (police bus). The bus is thought to have spent much of its life in Chicago. Ken mentioned the bus contained a copy of the first issue of *Playboy* magazine, which sold at the auction for more than the bus! You can learn more about the Lee Roy Hartung auction by searching YouTube.



Bus in Lee's garage



Ken in the "Paddy Wagon" on the day of purchase

Ken quickly realized the magnitude of the restoration project and that he could not do it himself, so he obtained the help of Model A Car Club members and other restorers from around the country. After completion, he donated the bus to the Model A Ford Foundation and the Hickory Corners Gilmore Museum. The bus is used to give rides at the museum in the same way the Model AA passenger bus at Greenfield Village is used there. Much of the restoration work was done during COVID. The Greenfield Village bus was used as a guide for restoring the bus, with its bumpers, passenger seats and other parts used as templates.



Dearborn Bus "template"



New rear bumper made from template

The bus paint was restored to its original Duchess Blue color. The floors were in sad shape but made a great pattern for building new floors. The new floors were covered in gray linoleum to match what was originally installed. The body panel frames were cleaned and stripped. A restoration shop made new sheet metal body panels which were later shaped and mounted on the side body frames. The Coastal Carolina Model A club restored the chassis.



Original Duchess blue gas tank



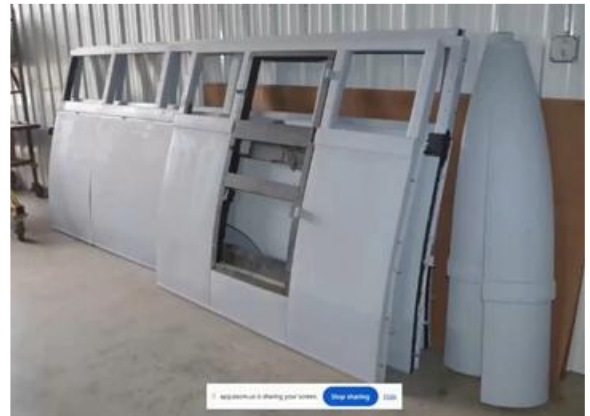
Ken painting side Duchess blue



Original floor



Restored floor



Completed side panels and roof corners



Restored chassis

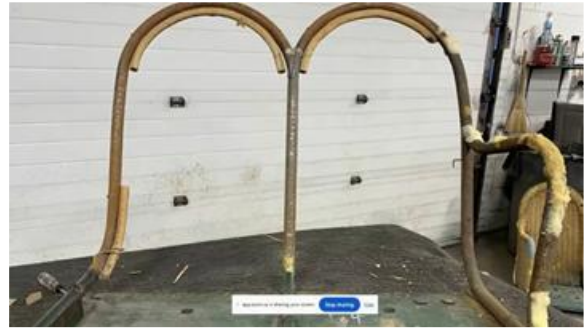
A group of restorers in Detroit completed the wood bows for the roof. Ken's team later installed the roof in Ken's shop. All wood components had DP90 epoxy primer applied.



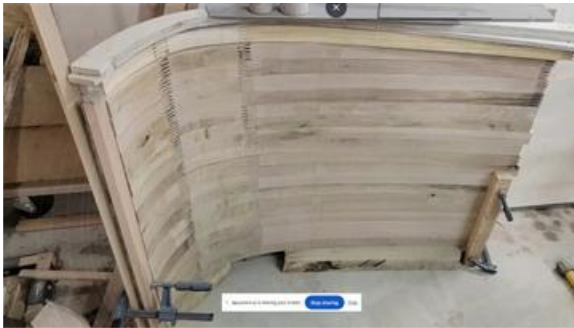
Original wood roof bows marked for duplication



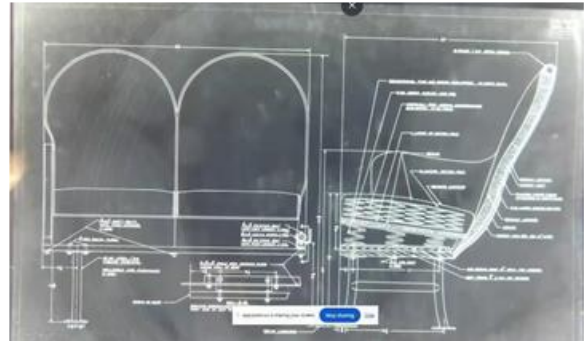
Duplicating roof bows



Dearborn passenger seat template



New roof bows with finger joints



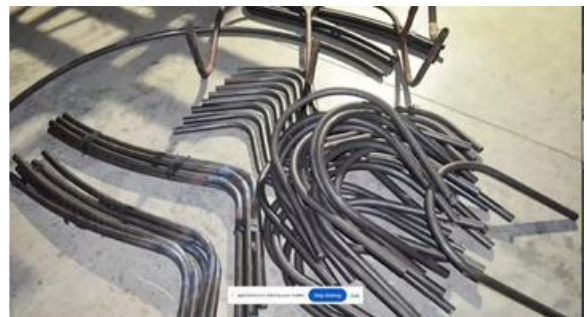
Original seat diagram



Roof bows installed



Tube bending machine



Pre-bent seat tubing

The driver's seat internal infrastructure is original. The passenger seats were designed using an original seat from the Dearborn bus as a template. The seats were then made using pre-formed tubing welded together. Other seat work included remaking the seat springs using an original Henry Ford Museum diagram as a guide, inclusion of "lawn chair" style webbing in place of the original caning for support and installing "fake" horsehair (green) stuffing. The seats, including the original driver's seat, were upholstered. The driver's seat underside was fitted with a seat adjuster that moves the seat forward and back. The seats took about 3 months to complete.



New seat with webbing and fake horsehair



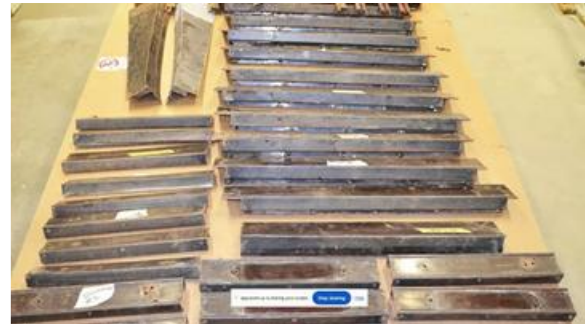
Chrome plating



Driver's seat adjuster (underside of seat – pull lever at top of picture)



Newly plated pieces



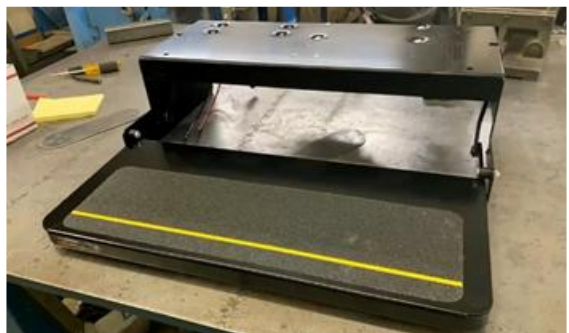
Original wood grained interior pieces



Upholstered driver and passenger seats

The chrome plating work was done in Wisconsin. The interior wood graining was done by a restorer in Gettysburg, PA.

Ken fabricated an electric step that extends out when the bus door opens to assist entry.



Electric step

As Ken said in his presentation, "Everything when you are doing a bus is big." Restoring the floor, painting window channels and regulators, installing interior paneling, restoring dual-wheel rear fenders, and installing outside body panels, everything was huge. Ken had scaffolding available and used it to work on the top portions of the bus. He built a large rack with casters to suspend large body panels in his paint booth. Ken said that a Model A club member with a glass shop donated the glass for all 13 windows in the bus.



Ken's brother working on a giant dual-wheel rear fender



Scaffolding to reach the "high places"



Custom-built rack with body panel



Painted window channels and regulators



Completed engine with high-output generator



Installation of new interior paneling

Even the rust was big. Ken showed examples of rust he encountered, including a section of a rusted cowl piece that was removed and replaced. He also showed an example of a rear door body panel rotting away from the door frame.



Rotted rear door panel



New cowl piece and its rusty counterpart

The restoration team designed and sold sweatshirts that read “I am a bus boy” to help raise money. Ken also raffled off two tickets to visit Jay Leno, as one of his restoration team members knows Jay. The winner of the raffle took the cash prize instead.



The restored bus outside the Gilmore Museum

Our group membership thoroughly enjoyed Ken’s detailed presentation. The bus is a beauty, and we hope the Gilmore Museum will give many rides on this 330B passenger bus for years to come.

You can watch Ken’s presentation on YouTube using the following link:
https://www.youtube.com/watch?v=a_1h7OX-GaE

“Stuff”

Reprinted from Cascade Cable, February 2026, the newsletter of The Cascade Regional Group of the Early Ford V-8 Club of America

At age 70 you begin to think about downsizing. Some people choose to clean out; others choose to move. No matter what you decide, one thing for sure is that you learn about “STUFF”.

When you were young, you couldn’t wait to get stuff. People gave you stuff, you traded stuff, and you collected lots of stuff. Then in your teens you got more stuff, but it wasn’t expensive stuff. When you got your first job you were able to buy better stuff. Soon you were able to buy expensive stuff.

When you worked at your job you moved your stuff from place to place. You used your stuff to the fullest.

When you retired you began to wonder why you needed so much stuff. As you grew older, you realized that you do not need so much stuff. Now at age 70 you realize that you do not need so much stuff because life is so much easier without stuff. So, try to find a place to put all your stuff before you forget what stuff you have and where you put it!

The Bus Project Tee / Sweat Shirts are now available!



Support the Bus Project by wearing a Bus Tee or Sweat Shirt
Available in M, L, XL, XXL, XXXL
Tee Shirts are \$25.00
Sweat Shirts are \$35.00
 Please add \$3.00 per shirt for shipping!

“I am a bus boy” T-shirts and sweatshirts

After the bus was completed, Ken held a contest to name it. The winning name was “The Spirit of Gilmore”. Ken also placed the name Chicago and Dearborn Transit Co. on the bus’s side. The transit company name represents the chassis being manufactured at the Ford Dearborn plant, and the bus spending much of its life in Chicago.

THE FLYING WOODIE



Iron Mountain 'Arsenal of Democracy' woodie gliders served in WWII battles, Robert D. Thacker writes

World War II

forced U.S. automobile production to end, transitioning engineering, materials, and labor over to armaments. Detroit was renamed "The Arsenal of Democracy."

Mass production was applied to military vehicles, weapons, and armaments like never before. Chrysler's assembly lines made tanks, Willys lines made Jeeps, Packard lines made Liberty engines, Studebaker made aircraft engines and wing assemblies. Ford lines made B-24 bombers, engines, army trucks, and over 43 percent of Jeeps. GM lines pumped out trucks, ambulances, staff cars, engines, and any product needed by the War Production Board (WPB). Women streamed into the labor force, back filling jobs vacated by enlistees in our armed forces; "Rosie the riveter emerged!" Full employment prevailed. In the Upper Peninsula of Michigan at Kingsford, 750 highly skilled precision wood craftsmen stood idle after building thousands of beautiful Ford and Mercury woodie wagons.

Above: A Waco CG-4A Hadrian wooden glider in its heyday, which led to Ford's Iron Mountain, Mich.-built gliders. Right: Battle of the Bulge tanks and infantrymen of the U.S. Army's Company G, 740th Tank Battalion, 504th Regiment, 82nd Airborne Division, push toward their objective near Herresbach, Belgium, Jan. 28, 1945. Ford-built CG-4A gliders participated in this battle.

In the aircraft industry, assembly-line production was in its infancy. Central and West Coast plants built bombers and fighters with a lot of trimming and hand fitting of parts. Most aircraft were slowly and laboriously assembled, and field repairs were a nightmare. When Ford built the Willow Run plant for B-24 mass production, it had to redraw and re-engineer every part for precision to enable interchangeability.

Entering this picture came a demand for gliders. The WPB contracted small craft producer Waco to build a prototype,

named the CG-4A, which cost \$1.7 million. The WPB requisitioned 68 gliders from them and other small-craft suppliers, ranging from \$308,000 each down to \$51,000 each! Glider demand could not be fulfilled without interrupting production of required small-powered airplanes. Greenville, Mich.'s Gibson Appliance Co. made 1,000 CG-4As costing \$18,000 each.

Into this scene entered the master of assembly, the Ford and Plant Manager at Kingsford, who contacted the WPB with a proposal, and was sent a glider

Army Center of Military History photo



knocked down to fit into a boxcar. (That's how many of the production gliders were shipped out).

He had his staff of engineers, toolmakers, and draftsmen disassemble it and make drawings and master patterns of every component. They transfigured the assembly plant to manage the 83-foot-6-inch wingspan by 48-foot length. He submitted his estimate and was awarded a contract. His town was saved. His manpower and their families were saved, and the U.S.A. saved millions of dollars. His estimate and awarded contract were \$15,000 each, and Kingsford made 4,190 gliders at that cost by war's end.

Ford CG-4A glider was 90 percent wood

Ninety percent of the CG-4A glider was made of wood, like a stick-model airplane. It had a thin metal cage in the cabin, under its length, and the flip-up nose. The skin was stretched over the wood structure with olive-drab dyed fabric, then coated with dope. Each wood part was precision machined and

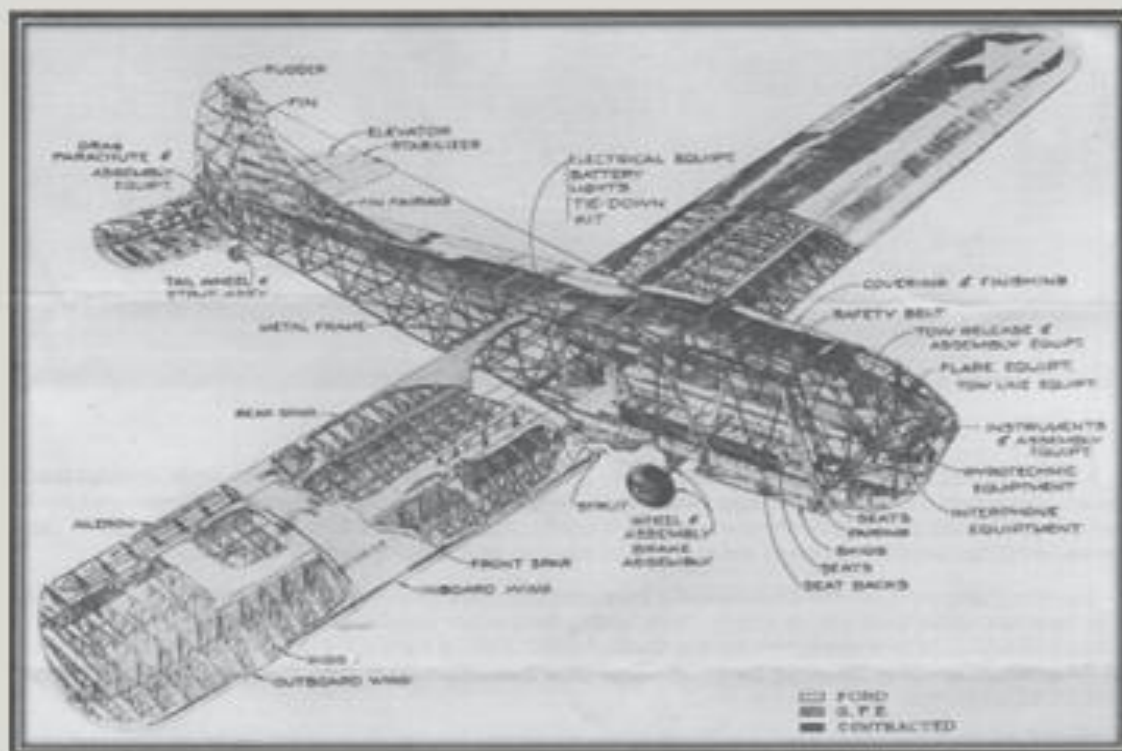


Gay Furbush photo

identical for every craft, which enabled mass-production assembly. The empty weight was only 3,670 lbs.!

It had a load capacity of over 4,000 lbs. It could transport ammunition, fuel, Jeeps, small-crawler tractors, caissons, howitzers, and other combat and support equipment. Some items were designed and built to fit and be loaded instead of the thirteen armed soldiers when needed.

During the Normandy invasion four hundred CG-4As silently flew in over the bloody beaches to the fields above, dispatching troops and equipment. CG-4As were usually towed by C-47 aircraft and released near the battlefield. Glider pilots then made semi-controlled crash-skid landings into unknown field conditions. Landings varied between tragic and miraculous!



Above: A Ford-built CG-4A woodie glider on display at the Menominee Range Historical Museums' World War II Glider and Military Museum (menomineemuseum.com). Left: This detailed diagram of the Iron Mountain, Mich.-built CG-4A glider shows it has pyrotechnic, electrical, assembly, flare, tow line and release, equipment; a drag parachute; a metal frame; typical aircraft features, including a rudder, tail wheel and strut assembly, ailerons, inboard and outboard wings on the 48-foot-long aircraft.

CG-4As made successful contributions to troops at the Battle of the Bulge and in the Holland invasion, and many into Germany itself. A few were even towed and reused from field operations after battles subsided. Most remained for scavengers to re-purpose.

Armies of Canada and Great Britain also used Ford CG-4As and larger British gliders for combat operations all over the world. Ford made three times as many gliders as all other wartime producers combined.

The CG-4A and the Kingsford plant are honorably memorialized in a new museum in Iron Mountain, Mich., the Menominee Range Historical Museums (menomineemuseum.com). This is a must-see for woodie fans, students of mining history, giant engines, and should be on every Ford enthusiast's bucket list. You will be amazed!

One room contains indoors a restored full-sized Ford CG-4A glider, its pre-production models, and patterns and artillery vehicles. There are also Ford Model T and A bodies with Kingsford wood framing, and two beautifully restored woodies, a '39 Ford Station Wagon and a '46 Ford Sportsman. In another room you will be overwhelmed by the biggest orange mining engine you will ever see! The third room reveals the Menominee range mining history.



Robert D. Thacker photo

I enjoyed this museum, entranced for hours, with the little known history of Ford's commitment to winning that great war and its dedication to winning peace in our world.

The Kingsford Ford woodie plant was an arsenal of democracy, too! *WT* (For more Glider info, please see Guy Forstrom's brilliant article in the April 2025 Woodie Times.)

Above: A display board at the World War II Glider and Military Museum (Menominee Range Historical Museums) showcasing some of the many wooden parts used in the CG-4A Ford-built glider. Below left: The wood body for this 1939 Ford Station Wagon was also built at Iron Mountain, Mich. Below right: A '46 Ford Sportsman with the same pedigree on museum display.

Robert D. Thacker photo



Robert D. Thacker photo



In Memoriam

Art Zimmerli

July 7, 1930-January 30, 2026

Our club recently lost longtime member Art Zimmerli. Art was born in Washington DC and graduated from Woodrow Wilson High and later Montgomery Jr. College. He enlisted in the Korean War in 1953 and later had a successful career in Real Estate.

17 club members joined extended family for his services, which included Military Honors. His son Steve drove his '36 Phaeton to the service and member Jim Nice drove his '51 Victoria. Club members will remember the many picnics Art held at his Viewtown, VA, farm. Many folks that knew Art described him as the perfect example of a "Virginia Gentleman". Art's burial site is only a few steps from where former members Cliff Green and Hank Amster are buried. Steve Zimmerli and his wife told several club members how much the club meant to Art.

Rest In Peace and Godspeed.

--Hank DuBois



March 2026 Membership Meeting Model A/V Project Update

Don't miss this month's action-packed meeting with Chris Elenbaum's transformation of a Model A Coupe into a "Traditional A-V-8". This ain't no "Billet Buggy"—this jigsaw puzzle is a real old school build in the Vern Tardel vernacular style of hot rods. Come early—there's limited seating and sure to be a sell out!

Date: Tuesday, March 10

Time: 7:30 PM

Place: Green Acres Center, downtown Fairfax

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.



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.



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.



Automobile Quarterly Book Series Volume (Years 1 thru 41), with 4 issues per year and various indexes. Like new conditions, most have never been read or handled. Local Pickup only. \$650.00 or best offer. Contact **Ray Lambert**, Woodbridge, VA, 703-595-9834 (9/26)



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)



'32 & '33 Virginia license plates for trucks. Two pairs of Virginia plates, one '32 pair and one '33 pair. In excellent original condition - not rusty or bent. \$40 each pair. Contact **John Ryan** 240-271-4097 or john@ryanweb.com.



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



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
14	Chesapeake AACA Howard County Swap Meet —Howard County Fairgrounds, West Frederick, MD
18	VC Submission Deadline —For articles/photos/want/sell calendar to content coordinators.
27-28	Sugarloaf Region AACA Indoor Swap Meet —Carroll County Agricultural Center, 706 Agriculture Center Drive, Westminster, MD
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: Steering Wheel Fabrication. Presenter: Dave Gunnarson
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.
22-26	Spring Carlisle Flea Market & Auction —Carlisle Fairgrounds, Carlisle, PA
28	NVRG Board of Directors Meeting —7:30 PM via Zoom. All are welcome to attend.
May	
12	Membership Meeting —7:30 p.m. Location: Green Acres Center. Program: Movie Night— <i>Blind Logic</i> .
13	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.

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	john@ryanweb.com
Monthly Meeting Report	Dave Gunnarson	gunnarson@verizon.net
Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Nick Arrington	nta1153@verizon.net
Want Ads	Nick Arrington	nta1153@verizon.net
Membership and Dues Report	Gay Harrington	hahsuj@gmail.com
Restoration Reports	Nick Arrington	Nta1153@verizon.net
Tech Articles	Nick Arrington	Nta1153@verizon.net

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For your viewing pleasure

Click on the [link](#) (Ctrl+click) to watch a flathead Ford rebuild produced by Hagerty Insurance.
Last month's answer: 1939 Plymouth. Congrats to Keith Randall for the correct guess!

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