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Valve Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

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Editors: Nick Arrington & Sara Karnish

May Meeting: Movie Night—*Blind Logic* By Dave Gunnarson



The May membership meeting featured *Blind Logic*, the inspirational story of the life and accomplishments of Ralph Teetor. The movie was produced by his grandson, and while not fully up to Hollywood standards, it adequately portrayed Ralph's life and career.

Ralph became blind when he accidentally punctured one of his eyes. His other eye sympathetically blinded itself so by age 6 he was totally blind. Teetor managed to live his life almost as if his accident had never happened, and went on to become successful as an engineer, manufacturing executive, and entrepreneur. He never considered himself to be disabled and could remember the names of everyone he had ever encountered.

He had a remarkable spirit and loving family who helped him navigate the world as a blind child. Instead of being helpless, Ralph forced himself to "see" the world through sound and touch. He memorized the "feel" of objects along the road such as trees, fences and other objects so that he could walk from home to the town unaided. Years of practice honed the sensitivities of these senses so that he could hear and recognize many sounds most of us would never consider.

It's said he could identify makes of cars just by the sounds they made. He was also very smart and had a great ability to memorize. He had people read to him instead of reading braille text himself. This allowed him to be exposed to a wide variety of information, including detailed technical manuals. Since books in braille are somewhat uncommon, his method of having books read to him remove many of the educational limitations of being blind in the early 20th century.

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Up Front with the President

June 2026



President's Message—June 2026

Our signature car show in Fairfax City on Saturday May 16th was a resounding success. The superb weather brought out 125 beautiful antique cars as evidenced by the photos in this issue. Thanks to all the NVRG volunteers who helped make it a success! Special thanks to Jim Nice who served as meet organizer and wagon master for the NVRG crew.

The lengthy serving of wet, dreary weather at the end of May was in stark contrast to what we enjoyed at the car show. However, our NVRG calendar of events offers some cheer to compensate. Our next two second-Tuesday meetings are a bit special in that robust member participation and fun are the essential elements.

In June a “Show and Tell” program gives each of us the opportunity to display and discuss anything that would interest the group: a current restoration project, or maybe a unique, unidentified or just weird item, or a for-sale item. It doesn't even have to be car-related. Bring your items to the Green Acres Senior Center on Tuesday June 9th. Also consider joining other NVRGers at the Ornerly Beer Company in downtown Fairfax starting at 5:30 pm for an informal pre-meeting gathering.

In July, NVRGers will come together at midday at Nottoway Park, in their EFV8s (or other antique vehicles) if possible, for an NVRG member car show, BYO picnic, impromptu swap meet and associated camaraderie. The car show is in lieu of an evening meeting at Green Acres. See the notices in this issue for more details on both upcoming meetings.

I again encourage everyone to plan to participate in the 2026 Amish Country National EFV8 Hub-and-Spoke Driving Tour. Event info is again in this issue.

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)

He did well in grade school and successfully convinced a college to accept him as a student. He graduated college with bachelor's and master's degrees in mechanical engineering. After college, he returned to his hometown of Hagerstown and worked at the Teetor-Hartley Motor Company. He remained with his family's company until they sold their motor division off in 1918. Then Teetor went to Camden, New Jersey to help the New York Shipbuilding Corporation balance turbine rotors on torpedo-boat destroyers in World War I. His highly developed sense of touch proved helpful in developing a technique for balancing steam turbine rotors used in Navy torpedo-boat destroyers—a problem that had stumped the ships' designers and engineers. Dynamic balancing of large components had puzzled others before Teetor solved the problem.



He is perhaps best well known as the inventor of automobile speed control. His inventions of the 1940s led to it being introduced into production vehicles in 1958. After the war, he returned home and designed a fluid-operated gearshift that he sold to Bendix in the 1920s. He began to work for the Piston Ring Company (later called the Perfect Circle Company), the successor to the Teetor family's piston rings manufacturing division of the Teetor-Hartley Motor Company. He oversaw the engineering division as director and vice president and became the president. He was posthumously inducted into the Automotive Hall of Fame in Dearborn, Michigan, for his numerous contributions to the automotive industry and was inducted into the National Inventors Hall of Fame for his cruise control efforts, improving safety and fuel efficiency.

Movie-style refreshments were graciously provided by Susan and David Skiles.

2026 Fairfax City Car Show

By Jim Nice, Show Chair



Saturday May 16th was an absolutely gorgeous day for our 2026 Fairfax City Car Show. The sky was clear and sunny, no rain, and temperatures in the mid-80s. The day started early with some cars arriving before 7:00 am. A quick scramble ensued to set up the registration booth and park arriving vehicles.

The City Hall side of Armstrong Street was already filled with vehicles by 7:30 AM as we began parking vehicles diagonally on the opposite side of the street. By 11:00 AM we had every available parking spot, including the back lot of City Hall, filled with display vehicles. We had a total of 126 registrants, with almost that many wonderful vehicles on display.

There were many interesting vehicles to view. Rick Lukens brought his 1925 Mack truck which won Best Commercial vehicle. The truck has a 1947 Flathead V8 with another flathead in the truck bed for show. The truck has chain-driven rear wheels. I had the opportunity at the end of the show to help Rick get the truck started and loaded on his carrier where it just fits. What a neat truck!



Rick Lukens' 1925 Mack truck



Steve Zimmerli won the Mayor's Choice Award for his 1936 Phaeton



Same truck with Flathead V8 engine



Dave Westrate won Best Pre-War Ford for his 1939 Woody

A 1957 VW Beetle won Best Import. The owner had a complete book detailing the history of its use in movies and its detailed restoration. The car had an original toolbox stored in the middle of the spare tire.



1957 VW Beetle with toolbox



Your show chair surprisingly won Best Postwar Ford for his 1951 Victoria. Fairfax City Mayor Catherine Read presented the award to Jim.

Our club was well represented at the show, with some members winning awards.



Bob Vignola's 1937 Ford Phaeton won Best of Show



Nick Arrington won Best Orphan Make for his 1959 Nash Metropolitan



Jerry Atkins won Best Sedan for his 1941 Ford Super Deluxe



Nelson Ford's Volvo



Hank Dubois' 1935 Ford 3 Window Coupe

In addition, Terry Thomann won Best Engine for his 1954 Corvette. There was also a beautiful cream-colored 1959 Cadillac 62 Series Coupe that won Best GM Product.

As always, our 50/50 raffle was a big hit. With \$588 raised, \$294 of it went to Anya Rentsch, the lucky winner!



Anya Rentsch, our 50/50 winner!



Rusty Rentsch's 1958 Lincoln



Bob Belsley and Susan Skiles preparing for the 50/50 raffle. Bob also ran the show's bullhorn, deftly announcing when the awards ceremony would begin.



David and Susan Skiles' 1949 Ford convertible



The Chaddertons working the registration booth

For this year's show, we introduced a modified registration process. Gay Harrington's registration team did a marvelous job of processing pre-registrants and day of registrants in separate lines. We also automated our judging system, allowing our judges to easily submit their selections and have the results tabulated. Thanks to our judges for handling this new judging system with aplomb!

The new automated judging process worked very well with one minor issue – a 1972 VW Beetle convertible won Best of the 40's (oops). A quick review of results will prevent an issue like this from occurring next year.

Thanks to Fairfax City Parks and Recreation team members Mitzi Taylor and Deanna Payne for helping us with the registration and judging processes and tabulating our judging results!



Mitzi Taylor and Deanna Payne



Bob Vignola with the trophies

The Knights of Columbus and Rita's Italian Ice provided great food. The cheeseburgers were excellent! Legacy Brass also provided us with great music.



Dave Westrate and Bill Simons announcing trophy winners

Mayor Catherine Read and Fairfax City council members Anthony Amos and Tom Peterson attended to select the Mayor's Choice award. Mayor Read presented the award to Steve Zimmerli for his 1936 Ford Phaeton.

Fairfax City Police and Fire Departments ran great activity booths for the kids. The City of Fairfax Public Works did a great job handling road closures and placing security barriers.

A huge thank you to Fairfax City Parks and Recreation, and especially Mitzi Taylor and Deanna Payne, for all their excellent work to make our show a reality!

Thanks to all our club volunteers who helped with registration, parking, judging, 50/50 and various other tasks: Gay Harrington, Dave Westrate, Bill Simons, Jane and Wayne Chadderton, Dave and Susan Skiles, Bob Belsley, Bill Selley, John Ryan, Rusty Rentsch, Bob Vignola, Nelson Ford, Nick Arrington, and Leo Cummings. We all had a great time.

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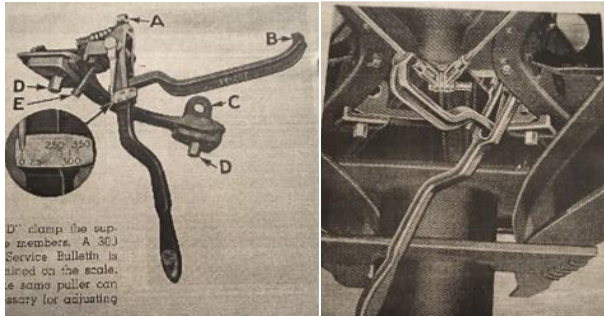
Blast From the Past



Ray Lambert 1990 with 1926 Model T Roadster. Note: Regular gas was \$1.18 per gallon.

Adjusting Cable Brakes With the KR Wilson Brake Puller

By Bob Vignola



While I enjoy driving my 1937 Ford, its weak brakes could often be frightening. Inspection of the front brakes found that the brake linings were good and all parts intact. So, following the 1937 to 1938 *Engine & Chassis Repair Manual*, I proceeded with the minor adjustment of the adjusting screws and encountered my first problem.

Turning the adjusters made no difference in changing the drag of the brake shoes. Removing the brake drums revealed that the adjusting and operating (1937 and 1938 had floaters) wedges were packed with a copper grease that had hardened. After dismantling, cleaning, applying new anti-seize lubricant and reassembly, the brake mechanisms all seemed functioned as they should. I must admit that, although I put things back together in the order they came off, I can't be certain that I have the color-coded return springs in the correct location. Cleaning them gave me some hint of color, but at some point, rusty black, orange or red look the same. I've had no luck finding new ones, so I hope the guy who worked on these brakes before me put them in right.

After adjusting shoe drag, I was ready for a test drive, which lasted a few hundred feet. I very quickly learned that slight pressure on the brakes produced a hard right turn due to right rear wheel locking up. More disassembly, checking and adjusting made little difference. Back to the repair manual's "Major Adjustment" section. One thing I noticed was that the slack on the four cables were very different from each other. Although the repair manual mentions a "special tool" for adjusting cable tension, no other description is provided.

I recalled the "Show and Tell" meeting from a year ago, when Keith Randall displayed a KR Wilson Brake Puller, which allows for the cables to be individually adjusted to the same tension. I contacted

Keith and asked if I could borrow the tool. Better yet, Keith said he had never used it but was willing to bring it over so we could both learn.

The tool and instructions looked straightforward enough. First, the brakes are adjusted as far as they can go so the wheel cannot turn. Place the red "bridge" onto the X frame member rear of the cable linkage arrangement, two clamps with bolts hold it in place. The puller component goes into a hole on either the left or right side of the car and is held in place with a long, threaded sleeve. There are 2 hooks on the puller. The long one reaches to the front cable while the short one grabs the rear cable. A simple gauge shows the tension as you pull the lever. About 3 hours later we had each cable set to 25lbs tension.



What took so long, you ask? The red bridge is angled and has grooves, so it goes exactly where it needs to be on the X frame so the hooks can grab the cables. Not really. In the next picture you can see that the hook is nearly 2 inches short of the beginning of the brass sleeve on the cable.



We learned that the angle and grooves of the red bridge were more of a suggestion. We found that if we left the bolts and the long- threaded sleeve loose, and Keith pushed on the puller while I pulled on the cable, we eventually made it. We bolted the bridge and the puller down and pushed the lever until we came to the 25 lbs. mark. Achieving 25 lbs. was not difficult. The 300 lbs. mark is used when installing new cables onto the backing plate. The bolt to the left is tightened to lock in the tension so the clevis can be turned into place. The last step is to adjust the brake shoes. After some trial and error, the brakes are significantly more powerful and dependable. Thanks Keith!

Father Time Always Wins with Classic Cars and Their Owners: Things to Remember When Buying a Car Out of Extended Storage

By Nick Arrington

“Extended Storage”. “Deferred Maintenance”. “Needs TLC”. “Yard Drives”. “Been Sitting”. “Static Display”. “Former Museum Car”.

When you see any of these descriptions at the end of a “Car For Sale” ad, just be aware that they all mean the same thing: a car you are contemplating purchasing has been sitting a long, long time and will need work to be roadworthy.

I’ve purchased a bunch of vehicles described like this over the years and know what I’m getting into. I want to share my experiences, as you should adjust your offer accordingly. In my opinion you are going to find the following in any classic car that has been sitting for three or more years:

- Bias ply tires will develop hard spots which will be noticeable once back in driving shape
- Front wheel bearing grease and seals will resemble tar more than grease
- Wheel cylinders will be stuck and look like they are full of mud.
- Wheel cylinders will leak on brake shoes ruining them.
- Rubber brake lines will be swollen-sometimes plugged. Radiator hoses will either be mushy or hard.
- The inside of the rear pumpkin will be rusty above the grease level line due to condensation and rust forming on that inside portion of the housing.
- Gas tank and sending units will need attention if not replacement. Carburetor will be gummed up.
- Fuel line running to carburetor will most likely be plugged or stopped up.
- Water pump bushing will fail after sitting in same position so long and the impeller will be a rusty blob
- Radiator will require at least a flush, if not boiling out and pressure test. Battery will be bad.
- Ignition points will be corroded and require filing or replacement
- Rodents have likely been in the car. Lift a seat cushion and check for nests. If you find signs of mice, inspect under the hood and beneath the dash for chewed wires.

Never pay “retail” for a car coming out of long-time storage. Fellow club member Jim Walker and I both recently bought “extended storage” cars and are now “into” the cars for an additional \$3000.00 and counting—in tires, hoses, water pumps, brakes, ignition components and more—and we are doing the majority of the work. However, both of us based our offers accordingly, as we both knew what we were getting into. Don’t let our experiences stop you from purchasing your next “ride”. Getting a solid older restoration or original car back on the road is far easier than restoring a project.



Crankcase oil from engine with blown leaking head gasket -looked like pea soup



6-year-old gasoline as drained out

Now that you’ve got that new “ride” in your garage, here is what I would suggest next:

Do not throw a battery in the car and crank it over. Instead, remove the plugs and look at them. Are they dry and sooty or do they have rust on the tips? Rust could be a sign of moisture. Light rust could be on the ring landings or cylinder walls.

The car motor can still “breathe” thru open valves and its tailpipe and intake manifold. Fill up the cylinders with Marval Mystery Oil or Kroil or a mix of ATF/Acetone or even diesel fuel and let it soak for at least several days. Disconnect the gas line to the fuel pump. After soaking the cylinders try to crank it over with a spanner or wrench.

Then, after soaking and cranking it over by hand, get a battery and crank it over and run a compression test. Drain the gas tank and take note of what comes out. If it looks like coffee or root beer and smells like varnish figure on dropping the tank and either cleaning it or replacing it. Blow out what crud is in the fuel line from the tank to the carburetor. Figure on at least rebuilding the fuel pump and carburetor. Same goes for the brake system. You can figure on replacing all the rubber parts and rebuilding or replacing the master and wheel cylinders. At least flush out the radiator and figure on hoses and belts. Drain & replace old oil. Try starting the motor off a remote fuel source like an outboard motor tank.

Figure on doing all this when you make your offer for your next classic car purchase and you will be money ahead.



New England has everything!

From historic fishing villages, covered bridges and Bunker Hill to the most modern golf courses, air-conditioned summer theatres and the finest swimming in the world... whatever you want, New England's got it!

There's a very special thrill in store when you journey to New England. For here are the quaint and quiet towns where the spirit of America was born.

And for a perfect blend of the old and the new, there's nothing like a New England journey in the new kind of Ford.

You ride in the heaviest, longest, loveliest car the money can buy. And no matter how long or winding your New England journey, you arrive refreshed, for you have an all-new inner Ford.

Power? Ford's new Silver Anniversary V-8 power was made for those new New England superhighways.

If you haven't yet discovered how new this new kind of Ford really is, see your neighborhood Ford Dealer and ask for an Action Test.

Send for a free booklet and map!

Write to:
New England Journeys, Dept. N
Back Bay P. O. Box 151, Boston, Mass.

Name: _____
Street Address: _____
City: _____ State: _____

Ford Dealers of New England



Brake shoes turned into mush from leaky wheel cylinders



Hub seals and wheel cylinders which had not seen the road in 7 years look like tar





NVRG Annual Summer Picnic

Tuesday September 8th
11:00 AM- 4:00 PM

BBQ Provided by club. Please bring a dessert and beverage of your choice

Location: Occoquan Regional Park
9751 Ox Road
Lorton, VA

Menu and pricing to be determined



June 2026 NVRG Membership Meeting Show and Tell

It's time again for the very popular Show-And-Tell. Everyone should bring at least one item to the meeting to share. It can be car-related, or not. To me, one of the most interesting things ever brought in was a WW2 Norden Bombsite in its original wood box!

Feel free to bring in multiple items that you think folks might be interested in seeing. This is also a great opportunity to bring something that you want help identifying or figuring out how it works. Maybe you have something to offer up for sale? This is a good chance to get some eyeballs on it.

The goal is to have fun, share some stories, and even learn something you didn't even know about. Hopefully someone will bring in some diesel spark plugs or muffler bearings.

Date: Tuesday, June 9, 2026

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

Location: Green Acres Community Center, downtown Fairfax

Refreshments will be provided by Bob Vignola—thank you!

There will also be a dinner meeting at Ornerly Beer Company in downtown Fairfax starting at 5:30 PM for anyone interested.

July 2026 Membership Meeting: NVRG Car Show and BYO picnic at Nottoway Park



2024 NVRG car show attendees

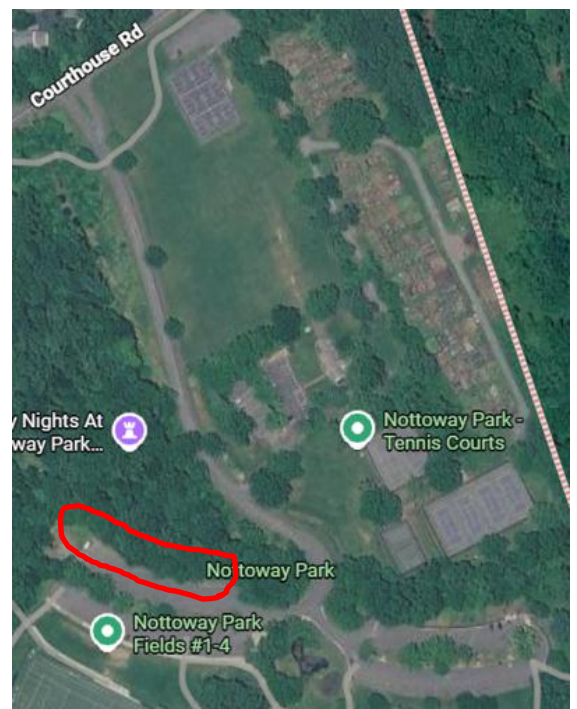
On Tuesday July 14, there will be an NVRG member car show at Nottoway Park in Vienna from 10:00 AM to 2:00 PM. This is in place of our regular July membership evening meeting at Green Acres in Fairfax.

Arrival times and departure times are open, so feel free to make this fit your schedule anytime from 10:00 AM to 2:00 PM. Bring a chair and your own lunch and enjoy the display of NVRG vehicles and camaraderie of your fellow members.

Of course, driving your EFV8 is preferred, but other classic cars are also welcome and so too are modern cars. Your presence at the show is what really matters.

If you are interested in selling or trading car parts or household goods, feel free to bring a table (or two) for an impromptu flea market. The marketplace will just be the NVRG members who are attending. Bring items and price things with that in mind. Feel free to bring whatever you want. Right now there is no rain date, so I'm hoping for nice weather. Restrooms are available a very short distance from the parking lot.

Nottoway Park is located at 9537 Courthouse Rd, Vienna, VA. We have one parking area reserved for us, which is circled in red on the illustration. To get there, turn into Nottoway Park from Courthouse Road. Go straight past Hunter House and continue on the drive until you have to choose to go left or right into parking lots. Our lot is the first one on the right and furthest away from the ballfield.



**2026 Amish Country National EFV-8
Hub and Spoke Driving Tour**

August 24-28, 2026



Come and join the fun as we explore the Amish Country in Pennsylvania. We start with a trip to Valley Forge to celebrate the nation's 250th anniversary. Then it's on to a tour through Amish Country to Strasburg to visit the Pennsylvania Railroad Museum, take a ride on an active steam train and look at amazing toy trains displayed at the National Toy Train Museum. Finally, we will experience Amish life and shopping in the Lancaster area.

All nights will be at the tour hotel, so you don't have to pack and unpack every day. The hotel is connected to the Classic Auto Mall where hundreds of classic cars are on display and for sale, so you can leisurely shop for another classic car.

HOTEL INFORMATION

You are responsible for making your own accommodation reservations.

Holiday Inn, 6170 Morgantown Road, Morgantown, PA 19543

Reservation Phone: 610-286-3000, option "0" and book with the Early Ford V8 Club or with group code EV6.

The negotiated rate is \$109.00 per night plus tax for a room with two double beds or king and optionally \$140 per night plus tax for a queen suite or king suite. Note: You must identify that you are part of the "Early Ford V8 Club" to guarantee these rates and you must book your room by July 31, 2026.

TENTATIVE SCHEDULE (subject to change)

Daily driving distance is about 100 miles

August 24—Monday

- 4 PM—Early tour check-in at the hotel

August 25—Tuesday

- Classic Auto Mall or late check-in
- Depart to Valley Forge National Historic Park
- Lincoln Highway return
- Welcome Reception

August 26—Wednesday

- Pennsylvania Railroad Museum
- Strasburg Railroad steam train ride
- National Toy Train Museum

August 27—Thursday

- Lancaster
- Amish Life Experience
- Farewell Dinner at Shady Maple Smorgasbord

August 28—Friday

- Check Out and Farewells



Registration Form

**2026 Amish Country National EFV-8
Hub and Spoke Driving Tour**

August 24-28, 2026



Morgantown, PA

Your Name: _____ Spouse/Guest Name: _____

Email: _____ Phone: _____ - _____ - _____

National V-8 Club Membership Number: _____

Street Address: _____

City: _____ State: _____ Zip Code: _____

Year and model of Car: _____

Insurance Company: _____ Policy Number: _____

(You must have proof of insurance with you)

Registration Fee per vehicle*: \$50.00 (Complete one registration form per vehicle)

Note:

- All meals are on your own.
- *Early Ford V-8 vehicles are preferred but participation is not limited to these vehicles and any other vehicle may participate. Also, free trailer parking is provided at the Tour hotel.

By signing this registration form, I acknowledge that I am a member in good standing with the Early Ford V-8 Club of America and that the vehicle that I will be driving on the 2026 Amish Country Driving Tour is covered by liability insurance in accordance with the laws of my state, and is covered by such additional coverage (Collision, comprehensive, medical payment and uninsured motorists) as I have elected. I further acknowledge and agree that the Early Ford V-8 Club of America and its representatives shall not be liable for accidental injuries to persons or property occurring in connection with the 2026 Amish Country Driving Tour.

Signed: _____ Date: _____

Make check payable to: **2026 Amish Country Driving Tour**

Mail check and this completed form to:

2026 Amish Country Tour
c/o David Gunnarson
10707 Ellie's Court
Fairfax Station, VA 22039

Deadline for registration is July 31, 2026

Amish wisdom: "A great deal of what we see depends on what we are looking for."



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

1933 Ford pickup HotRod. 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, updated engine gauges. Comes with running boards, fenders, original pickup bed, and a lot of other parts and literature. \$8,500.00. Call **Debbie Mascali**, 703-893-6429.



1935 Ford 2 DR Flatback. Cordova gray, Dearborn winner, older restoration, heated garage-kept. \$13,500. Call **John French**, 410-266-6964.



1949 Mercury 2DR, V8 OD, 2-2S aluminum heads, dual exhaust and headers, 12 volt. 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)



HELP WANTED

As many of you know Sarah and I are snow birds of sorts in Houston during the winter months. I'm considering expanding a long-standing business venture featuring reptiles from West Texas. Exciting fast paced work-Good hand to eye coordination a must! Salary commensurate with experience and IQ. Remember—everything is bigger in Texas. Call Joe Freund for more info 1-800-SEE- FANG.



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.

PRICE REDUCED → 1950 Ford truck motor and transmission. Motor is not stuck. Rolling motor stand included. Sold as-is \$600.00 or best offer. Call or text **Jessica** for picture, 617-842-1407.



Automobile Quarterly Book Series Volume (Years 1-41), with 4 issues per year and various indexes. Like new condition; 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)



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



Original Used 28-39 Wiring Harness. Want beat-up, frayed or cut original Ford light wiring harnesses with the Bakelite rotary switch plate. Contact **John Ryan** 240-271-4097 or john@ryanweb.com.

VINTAGE FORD ADS

There's a Ford in your future... with a future built-in!

For summer, winter, spring and fall Here's the car that's fun for all!

You'll put it to work for everything under the sun. It's a beach wagon, passenger car, taxi, business cargo carrier—but you'll be making up your own list of uses when you see it and "Test Drive" it.

The fashion-styled Ford Station Wagon is built for double duty. It travels eight full-grown people in roominess and comfort. With the rear seats out of the way, it has more load-carrying space than any other station wagon in its class.

There's a heavy-gauge all-steel "Life-guard" Body beneath its sleek mahogany-finished paneling! The "King-Size" Brakes work with 35% less effort. And you get high compression performance from regular gas, thanks to "Power Dome" combustion chambers in both the 100 h.p. V-8 and its companion, the 95 h.p. "Six".

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"Yes, there's so much room!"

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There's a **FINER** Ford in your future



NVRG 2026 Events Calendar



June	
9	Membership Meeting —7:30 PM. Location: Green Acres Center. Program: Show and Tell.
10	Caffeine Double Clutch Breakfast —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at wjchad@gmail.com
14	Sully Father’s Day Show —Visit http://www.GWCModelA.com/sully.asp
18	VC Submission Deadline —For articles/photos/want/sell calendar to content coordinators.
30	NVRG Board of Directors Meeting —7:30 PM via Zoom. All are welcome to attend.
July	
14	Membership Meeting —NVRG Car Show, Nottoway Park
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.
28	NVRG Board of Directors Meeting —7:30 PM via Zoom. All are welcome to attend.
July 31-August 2	Das Awkscht Fescht —Largest 3-day antique and classic car show in the country. Macungie Memorial Park, Macungie, PA. Visit https://awkscht.com/ to learn more.
August	
11	Membership Meeting —7:30 PM. Location: Green Acres Senior Center. Program: Steering Wheel Fabrication. Presenter: Dave Gunnarson
12	Caffeine Double Clutch Breakfast —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at wjchad@gmail.com
18	VC Submission Deadline —For articles/photos/want/sell calendar to content coordinators.
25	NVRG Board of Directors Meeting —7:30 PM via Zoom. All are welcome to attend.

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