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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

July Meeting: Nottoway Park Picnic and Car Show

By Jim Nice



For our July 14th monthly membership meeting, our club held a picnic and car show at Nottoway Park in Vienna, VA. Those who have been with the club for a long time may remember our monthly meetings at Nottoway Park in the historic Hunter House.

The weather was hot (which sent us searching for shade) but decent with no rain. 19 picnickers attended, showing their cars and enjoying good food and conversation. Attendees included Bob Vignola, Nick Arrington, Dave and Susan Skiles, Keith Randall, Jim and Kathy Nice, Hank Dubois, Dave and Barbara Westrate, Bruce and Loretta Metcalf, Jim LaBaugh, Bill Potter, John Ryan, Steve Zimmerli, Rusty Rentsch, Joe Freund, and Leo Cummings.

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Up Front with the President

August 2026



President's Message—August 2026

We have some major activities on tap each month for the next three months. First, the 2026 Amish Country National EFV8 Hub-and-Spoke Driving Tour in August. A number of NVRGers will be participating. Then, September brings us the NVRG annual catered picnic at Occoquan Park, a popular event which brings out several EFV8s and other antiques. Finally, the annual NVRG Fall Tour - this year in the Gettysburg area from October 20 to 22. More info on all three activities is in this issue.

Dave Gunnarson and I visited Williamsburg last month to begin fleshing out the plan for the NVRG-hosted 2027 Eastern National Meet. Detailed information will be forthcoming in the next month or so along with early (discounted) registration forms. One highlight of the event will be some great touring opportunities on beautiful roads which are very compatible with our early V8s. The event's success will depend on having a few NVRG members step up and volunteer for various tasks. More on this later.

Our next membership meeting will feature Dave Gunnarson presenting his work to build a new steering wheel for his '35 big truck. The process is rather challenging, and I think everyone will find it interesting. The meeting will be on Tuesday August 11th at our usual meeting location, the Green Acres Senior Center in Fairfax. The doors open at 7:00 PM and the meeting starts at 7:30. I look forward to seeing you there.

Sad to say, the Fairfax City location of the Ornerly Beer Company has just closed. So, there will be no gathering at Ornerly preceding the membership meeting. Over the past year or so, a varied group of EFV8ers have enjoyed getting together for dinner and conversation in advance of the monthly meetings. If another location is found, we'll email everyone.

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)



Picnickers enjoying the shade



Joe Freund and Leo Cummings provided swap meet items for sale

Nick Arrington brought his 1956 Crown Victoria "Ranchero". The car includes a Hudson bar grill and numerous accessories from other cars. It reminded me of the Cadillac built in the Johnny Cash Song "One Piece at a Time".



Checking out Nick Arrington's cool "Ranchero"

Visitors to the park stopped by and asked about our club and the cars. It was a great way for the club to be seen by people outside of our car culture. It was also a great way to spend a hot summer Tuesday afternoon!



Bob Vignola's 1974 MG



Dave and Susan Skiles' 1949 convertible



Keith Randall's 1971 Monte Carlo



Jim and Kathy Nice's 1951 Victoria



Hank Dubois' 1935 3-window coupe



Rusty Rentsch's Mustang convertible

Greenspring Retirement Community Car Show

By Jim Nice

On July 10th, Greenspring Retirement Community invited the NVRG and other local car clubs to participate in a car show that was part of their Summer Fest 2026 celebration. From our club, Jim Gray attended with his 1931 Model A, Keith Randall brought his Model T, and Jim and Kathy Nice brought their 1951 Victoria. I found the best way to get foot traffic was to park our Victoria next to Keith's and Jim's cars! Both cars were a hit with the residents.



The "attention grabbers"!



The Model A Club was also represented with two Model A cars that received a lot of attention.

We had great weather, with about 14 cars in attendance. There was a beautiful 1961 Corvette, along with a partial row of what appeared to be C7 Corvettes.



1961 Corvette

There were a variety of food and craft booths just behind the cars. Great Harvest Bread Company had a large cinnamon bun that was to die for! It was incredible! Kathy and I bought two of them. Nothing Bundt Cakes also had a booth with wonderful mini bundt cakes to choose from. I bought a few of these as well.

Greenspring offered a wonderful lunch in the Jefferson Dining Room in the Hunters Crossing building. The building also has a craft room that was set up as a Santa's Workshop with lots of Christmas decorations. The whole event was a great hit!



A parting shot: Keith Randall, Jim Gray, Jim Nice

Car Show Review: 2026 Das Awkscht Fescht Macungie, PA

By Nick Arrington

For the past 10 years, I've attended the Macungie show, and for the last five years, I've made the trip with Bob Vignola and Joe Freund.

This year was no exception: Bob drove his Mustang, I drove "Scrapple," and Joe brought his vintage Volvo. This 3-day event attracts more than 1,200 cars and offers plenty of great vintage automobiles, food and music. Bob and I were to rendezvous with Joe off Rt. 15 in Lucketts, then head North to Rt. 81, then Rt. 78 into Macungie. When we got to Lucketts we found no sign of Joe or the Volvo. Moments later we got the text message: Joe had made it 7 miles out of Great Falls when the Volvo S.T.B.

Sara got Joe back home where he hooked up his trailer and ferried the Volvo back to Great Falls, then headed up in modern Iron—his Ford Pickup—to join us for the evening.

The Saturday show was excellent, with great weather and a huge collection of cars, toys, and flea market vendors. There were several nice Ford Flatheads on display, including a 1946 1-ton Custom Bodied Woodie, a sweet '39 Convertible, a blue "Budster" wannabe truck, a rare 1942 model and a very original '37 Tudor driven down from New Jersey which is still owned by the original family who drove it to California and back several years ago.

Our return trip home included heavy rain for the last 2.5 hours and reminded me of how I don't miss wet drum brakes and vacuum wipers like I experienced with "Scrapple". The Mustang and "Scrapple" covered 466 miles over the weekend.

It's a great show in a great town. Put it on your calendar for next year.



Budster wannabe



1939 Convertible



Rare 1942 Ford



1946 1-ton Ford Woodie



Waiting for "No Show Joe's" Volvo

One Thing Leads to Another

By Dave Westrate

As you all know, there are a variety of ramifications involved in the restoration and upkeep of our antique cars. Most can be anticipated, but not this one.

It took us almost 30 years to restore our two 1939 Ford Woodie Station Wagons. Both were given nicknames. The Standard model was known in the family as "Helen", and the Deluxe was known as "Mystic". During this process, we worked hard to include all of our grandchildren in all aspects over the years, depending on their age and interest. Most of the team was local, but Jane Bolger and her sister Eve lived in New York, and they worked on the cars when they visited Virginia. Both cars are now finished.

About a year ago, Jane began applying to colleges in several states. She based her application essay on her experience working on the cars with her sister, cousins and grandparents. The essence of the essay is what it meant to her. Her essay is included below.

Earlier this year, Jane was invited to the accepted students' weekend and tour of Colorado College in Colorado Springs. During the evening, Jane and the other students were invited to watch a hockey game being played by the college team. During the game, a message to Jane began scrolling on the Jumbotron:

"CONGRATULATIONS
JANE BOLGER

YOU HAVE EARNED YOUR STRIPES

OUR TEAM LOVED YOUR DESCRIPTIONS OF HELEN
AND MYSTIC AND WE
APPRECIATED LEARNING ABOUT THE IMPACT OF
WORKING WITH YOUR GRANDPA!"

Jane and the rest of our family got a real shock out of this and have had a lot of fun with it. Nobody ever dreamed of this being on a Jumbotron. I have learned that there is a lot more to restoring old Fords than rusty nuts and frozen bolts. Jane's essay says more than I could ever express, and it is heartwarming to say the least. Jane just graduated from high school with high honors. We wish her the best.

Her complete essay is as follows:

"Beeeeep Beeeeep!"

Excitement rushed through my body as that familiar sound rang through the hot summer air. My family lined the sunny street, smiling, as we watched our 1939 Ford Woody Wagon named Mystic roll triumphantly past. This marked the end of the 10-year vehicle restoration project I worked on with my grandpa. Mystic was finally finished, but her legacy had just begun.

Throughout high school, it sometimes felt like everyone else was moving so fast that I just couldn't keep up. At swim practice or in the classroom, my imposter syndrome loomed; I struggled to feel proud of my own accomplishments when the same things seemed easy for my peers. As classes got more advanced and sports grew more intense, being challenged felt like a risk or proof that I didn't belong. No grade, compliment, or reassurance could resolve my insecurities; the only way I could crush my fear of failure was by reminding myself of the lessons I've learned from Mystic and Helen, our family's treasured cars.

My grandpa's relationship with antique cars began 13 years before I was born, when he stumbled across his first 1939 Ford Woody Wagon, Helen, at a used-car lot. With bodies made of over 150 intricately connected wooden pieces, Woodies are unique cars, and this one was in bad shape. Despite having no prior knowledge of antique car restoration, grandpa purchased the risky heap. After seven years and countless hours spent learning, making mistakes, and seeking guidance from other craftsmen, Helen was like new. The family was amazed! My grandpa taught me that if you have confidence, encountering a challenge is nothing to fear but an opportunity to learn and grow. Several years later, the restoration of his second Woody Wagon, Mystic, began. Working alone, my grandpa could have completed Mystic in half the time it took to fix Helen, but now he had grandchildren. His goal wasn't just to finish the car but to pass down his knowledge.

Even though I live in New York and my grandparents live in Virginia, the restoration of Mystic became a collective effort. Each of my eight cousins worked on different parts of the car appropriate to their age. Over the years, contributing to the project brought me closer to my family through valuable lessons in collaboration and pursuing the same goals.

Every time I visited Virginia, I was assigned a specific restoration job. One summer, my job was to wire the car horn. By then, I'd hoped to take on

bigger tasks, so I was slightly disappointed — it seemed too easy. Did Grandpa think I was incapable? But that afternoon, I realized I was mistaken. He spent hours teaching me the mechanisms of the horn and electrical work. At the sound of Mystic's first honk, pride filled my heart. Since then, I've been careful not to consider something less important just because of its simplicity.

Mystic will forever be a time capsule of my childhood and personal growth. The three main wood types forming Mystic's body have come to represent three core values in my life: hard work, empathy, and creativity. The frame is made of hard maple. Like hard work, it is strong and durable, even if it's not always glamorous. The doors and panels are birch, a sturdy but adaptable wood. Like empathy, it can provide support in a variety of ways. Slat of delicate basswood lie across the roof. It is a material that, like creativity, can elevate things beyond basic function. To me, these Woody Wagons are not just cars. Helen and Mystic are reminders of how my grandpa taught me to approach challenges with patience and precision. And remember that no task or detail is unimportant. This has helped me develop the confidence to ask for help and to pursue opportunities in all areas of my life, even those that require a little humility.



The group's "Maine Man" Bill Simons (left) and his Woody Wagon, along with club member Grove Newcomb's '50 Woodie, participated in the "Sebago Days Car Show" held in Maine. Their cars graced the cover of the show's program (below).



This story first appeared in the September/October 2024 issue of Hagerty Drivers Club magazine. Read it online on Hagerty's [website](#) (Ctrl + Click on link)

By the Numbers: How Ford Built 15 Million Flatheads

By Don Sherman

Making a powerful engine is easy. Making 15 million of them requires something more.

The simplest stuff often takes the most work. That was certainly the case for the flathead. Ford's quest to create an affordable, mass-production V-8 required a \$50 million investment (more than \$1 billion in today's dollars).

Ford design engineer Charles Sorensen's strategy was to integrate as many components as possible into a single elaborate casting to save cost, weight, and machining. FoMoCo's final design combined eight cylinders, the upper half of the crankcase, oil galleries, coolant passages, the flywheel housing, and all intake and exhaust runners into a single iron casting.



Photo: Ford

Two Ford Model A 4-cylinder water pumps were employed to save cost. The "flat" heads were drilled and tapped for spark plugs, and they provided combustion-chamber clearance for the opening valves. While the intake runners were nicely direct, exhaust passages had to wrap either around the ends of the block or between the two center cylinders. To resolve overheating issues, water pumps were moved from the heads to the block after a few years of production. Carburetion advanced from a single- to a two-barrel Stromberg riding atop a two-plane intake manifold in 1934.

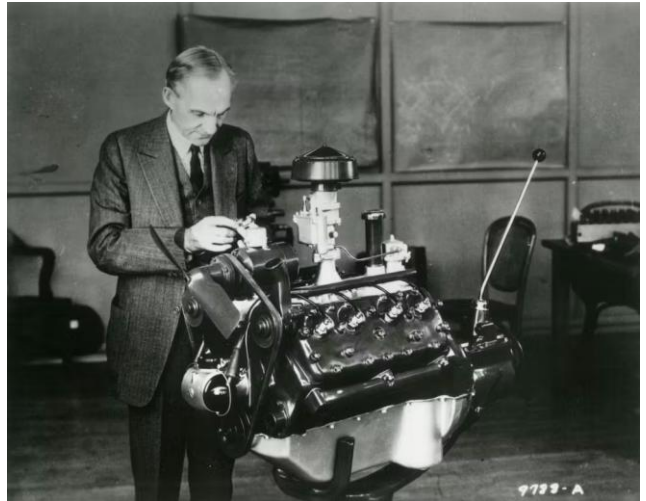


Photo: Ford



Photo: Ford



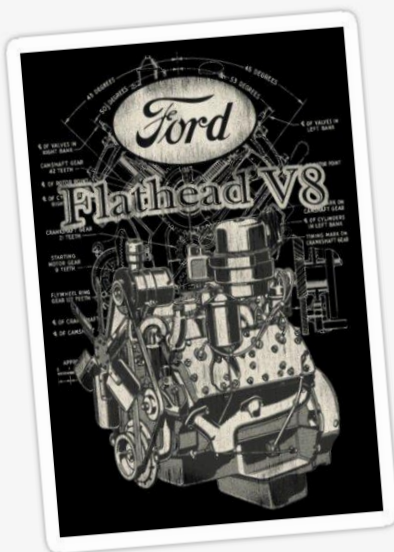
Photo: Ford



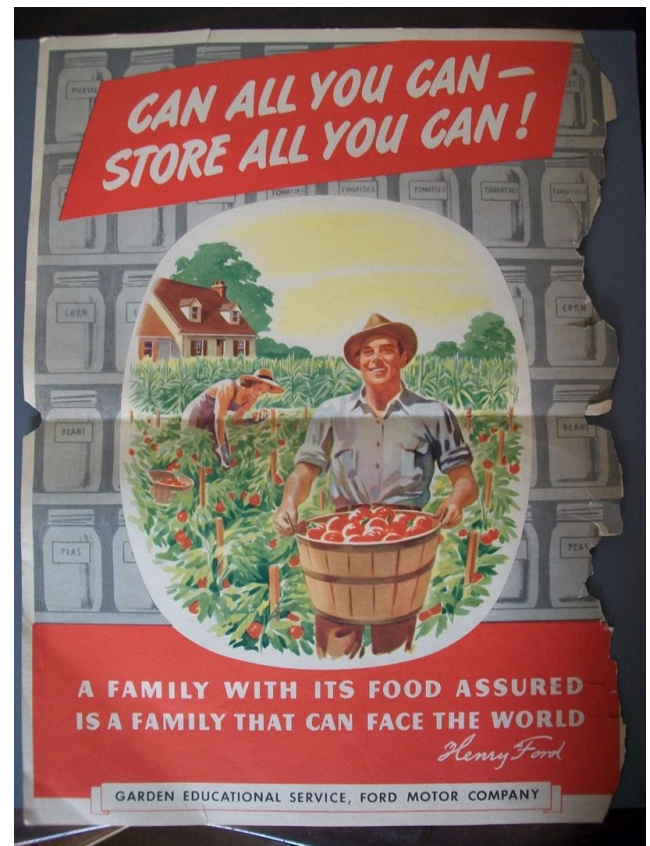
Photo: Ford

The result was a genuinely mass-production V-8, with a single Dearborn, Michigan, foundry supplying 3000 engines per day to 33 Ford assembly plants. Machining required less than three hours. A bare block became a fully assembled V-8 in two hours.

The engine at launch delivered five more horses than Chevy's overhead-valve six and was notably lighter and more compact. Pricing initially ranged between \$460 and \$650 (about \$10,000 to \$14,000 today). No wonder it was a hit. Nearly 100,000 customers placed orders for the '32 Ford V-8 sight unseen. By the time production ended, more than 15 million had been built.



VINTAGE FORD ADS





NVRG Annual Summer Picnic

Tuesday, September 8th
11:00 AM- 4:00 PM
Occoquan Regional Park
9751 Ox Road
Lorton, VA

Menu: Willards BBQ Sandwich Deal. Includes 3 meats, buns, sauces, cornbread, baked beans, cole slaw, and potato salad. Bring your own non-alcoholic beverages and desserts.

Cost is \$20 per person. You may pay Chris Elenbaum in cash or by check at the August club meeting.

If you prefer to mail your check, please indicate the number attending in the memo section of the check and send it to Chris Elenbaum, 12119 Fairfax Hunt Rd, Fairfax, VA 22030.

Make checks payable to Northern Virginia Regional Group. If you have any questions, you can reach out to Chris at chriselenbaum@gmail.com.

Don't forget to drive your old cars! All makes and models are welcome!



August 2026 NVRG Membership Meeting Steering Wheel Fabrication

Dave Gunnarson will talk about what he has done to reproduce a steering wheel for his truck. It's been a multi-year project and Dave will go over what he did to create a "new" steering wheel.

He will bring in the mold and other parts for a show-and-tell along with his presentation and will walk through the process.

Date: Tuesday, August 11, 2026

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

Location: Green Acres Community Center in downtown Fairfax

Thanks to Dave Westrate for providing the refreshments.

SAVE THE DATE!

2026 Fall Tour
Gettysburg, PA Area
October 20-22
More details to come





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.



1949 Mercury 2DR, V8 OD, 2-2S aluminum heads, dual exhaust and headers, 12 volt. Call **John French**, 410-266-6964.

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)



Susan Skiles Driving School. We recently became a "Two Flathead Family" and I've been pushed into piloting a '49 Convertible to shows and events. I was so embarrassed when folks heard me "scrunching" the gears. I even heard club members calling me "Scrunchy" behind my back. Well let me tell you, with the help of Hank Dubois and others I am now a Double Clutching Debutante and I want to help all who struggle with grinding gears. We offer classroom and behind the wheel sessions. Instructors include Hank Dubois and recent graduate Joe Freund. Group rates available. Airplane rides also available at reasonable cost upon graduation for info. Visit www.skilesgrindnomore.com and end your gear grinding days.



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.



NVRG 2026 Events Calendar



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.
September	
8	Membership Meeting —NVRG Membership Picnic, 11:00 AM- 4:00 PM, Ococoquan Regional Park
9	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	NVRG Board of Directors Meeting —7:30 PM via Zoom. All are welcome to attend.
October	
13	Membership Meeting —7:30 PM. Location: Green Acres Senior Center. Program: Hershey Review
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.
20-22	SAVE THE DATE: Fall Tour —Gettysburg, PA Area

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