



**Northern
Virginia
Regional
Group**

www.nvrg.org

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

August Meeting:
What Steering Wheel?
By Dave Gunnarson

Dave Gunnarson was the speaker at the August membership meeting of the Northern Virginia Regional Group chapter of the Early Ford V8 Club. While he is an NVRG member, he also happens to be the current president of the entire V8 Club worldwide and very busy. As antique car people, we are all a bit persistent, but Dave's presentation on his odyssey to re-create a steering wheel for his 1935 I truck was stunning to say the least.

Dave has been restoring the truck since 1999, and we can all appreciate the magnitude of a restoration of this size. It is nearly completed, but the final effort to install the doors and seats is pending finalization of the steering system. ALAS, THAT STEERING WHEEL!

The original truck steering wheel is similar to the Model A Ford but cannot be substituted. In effect, it is one of a kind. You cannot find a good one anywhere and new ones are not made as there has never been a reproduction 1932 to 1939 Ford truck steering wheel.

The Ford steering wheel of that day was made of a raw steel frame, called an armature, and covered with a material for the outer layer that was not waterproof. Over time, moisture would invade the wheel and rust the unprotected steel that would begin to swell and crack the outer material. As the years passed on Dave's restoration project, he could not find a replacement at the Hershey car shows or other car events try as he might. Well, "I will just make one of my own", he must have said to himself.

Dave has spent a lot of days in the Ford archives in Dearborn, Michigan, researching his truck parts, and he found original drawings with the details of the ribs on the surface of the wheel for example. This was very helpful in planning to make an accurate mold to reproduce a new wheel. He also spent a lot of time researching what type of modern product to use on the new wheel that was waterproof but appeared as original.

Dave also made friends with Keith Lee, the owner of Knob Soup Inc., a plastics restoration parts company. Keith has a lot of experience in making antique dash knobs and brake light parts and has extensive experience working with molds.

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Up Front with the President *September 2026*



President's Message—September 2026

Planning for the June 2027 Eastern National Meet in Williamsburg is in full gear. The key elements of the meet program have been established in some detail. The Planning Committee is being formed and will be meeting soon to start final preparations. If you would like to be included on the committee, want more information, or have suggestions, please contact either Dave Gunnarson or me.

The early registration form for Williamsburg is included in this issue. A final meet registration package will be available before the end of the year with all of the other items such as meals and tours that you can sign up for. Note that the early registration is \$75; starting January 1, 2027, the price rises to \$85. So, sign up early and save a few bucks.

The AACA Hershey meet is fast approaching - October 5 - 8. Traditionally, several NVRG attendees camp out at our designated campsite, meet for breakfast, and/or gather for dinner at our favorite local restaurants. If you plan to attend, please contact Dave Gunnarson, who organizes the camping, breakfasts, and dinners, and also maintains a list of NVRG member vending spaces.

Members should consider closing out the driving season in the company of other NVRGers on the Fall Tour to Gettysburg, PA on Oct 21 – 22. Check the notice in this issue and contact tour leader Bill Simons to sign up or get more info.

Our next membership meeting will be the traditional NVRG annual catered picnic at Occoquan Park on Tuesday, September 8th. The picnic is always a very popular, well-attended event that brings out several EFV8s and other antiques. It replaces the usual evening meeting at the Green Acres Senior Center. Thanks to Chris Elenbaum for organizing the picnic. See the notice in this issue for details. I look forward to seeing you there!

Best V-8 wishes to everyone,

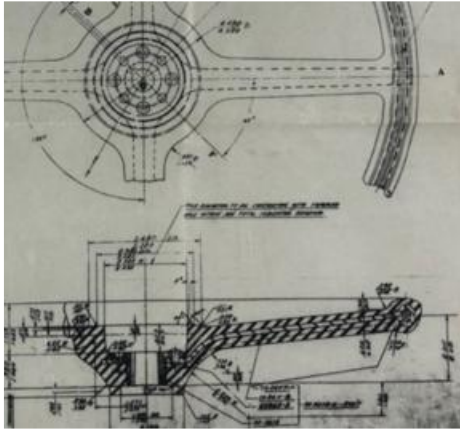
John

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

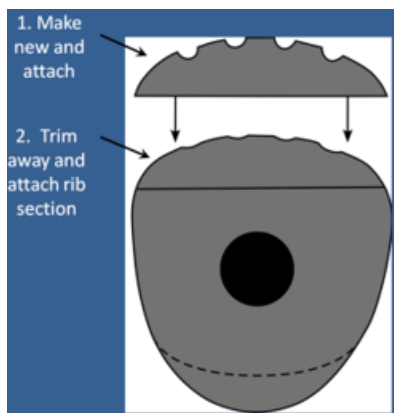
(cont'd from p. 1)

He has made presentations to the Northern Virginia Regional Group in the past and is a true expert in this area. During his presentation Keith showed how he made steering wheels. He was very helpful for Dave in this process and recommended using a mold material called Mold Max 30 and other products and sharing his molding and casting expertise.



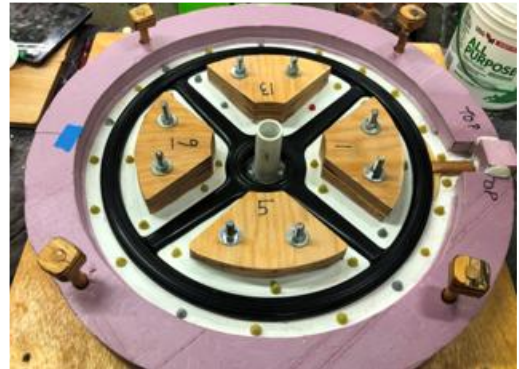
BB-8600 Steering wheel engineering drawing detail

Step one was to make a master steering wheel. The idea here is to make a fairly clean steering wheel that can be used to make a mold into which you make the final new steering wheel. Dave's master steering wheel was made of a combination of a Ford Model A wheel from which he took the ribs and a truck steering wheel, which was in good enough shape to be repaired and utilized for the master steering wheel. He combined the two together, taking care to be sure everything was perfectly round, perfectly level and accurate.



The next step was to utilize the master steering wheel to make a top half and bottom half mold for the final product.

This process involved very careful structuring of the mold equipment to create a 2-part casting mold for making a final new wheel.



Two-part mold under construction utilizing the master steering wheel

The next step was to take the rusted armature and restore the metal to like new condition. This involved traditional sandblasting and paint. The next step was to actually pour the new material for the new steering wheel into the two mold halves which had been mounted together into an elaborately constructed jig to hold the mold securely under a lot of pressure from an air compression chamber. The new material used for the wheel is Smooth-Cast 327 which is a two part Polyurethane Elastomer resin plus some black colorant.



Armature inserted into the bottom half of the mold

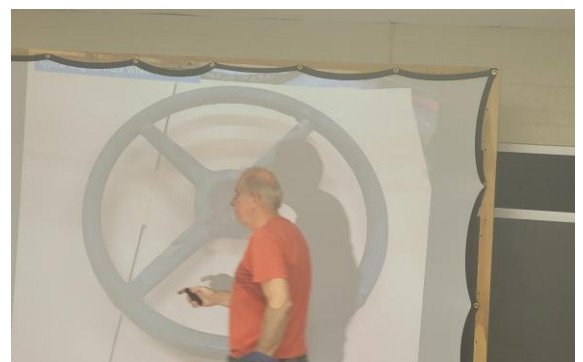
After the mold set for a day, it was taken apart and processed; then he began to trim and polish it. This also took a lot of work. One of the big concerns in a project like this is having air bubbles inside of the material. Care was taken throughout to minimize this problem. Great care was also taken throughout the process to ensure the accuracy of all aspects so that the final product would look and feel like an original steering wheel.

Dave has made a few of these wheels using this process and each one has improved. See the picture of the wheel he will use on his '35 truck. We were so impressed with the complexity of this effort and the dedication needed to finalize it. Dave Gunnarson sets an example for all of us to follow as we work to preserve these vehicles which are such an important part of American history.



The final product after sanding and polishing

Thanks to Rusty Rentsch for the pictures of Dave's presentation!



Woodies in the Cove

By Jim LaBaugh

Since 2012, Sonny Perkins (1940 Ford Deluxe Station Wagon), President of the Yankee Chapter of the National Woodie Club, has organized an August gathering of Woodies in Wells, Maine to raise funds for the Historical Society of Wells and Ogunquit. A regular attendee at this event is Bill Simons (1949 Ford Custom Deluxe Station Wagon). This year, NVRG member Grove Newcomb drove from Sebago, ME in his 1950 Ford Custom Deluxe Station Wagon to join the show field. I drove up from Newburyport, MA, where I was visiting my sister Betty.

Visitors to the show field were Joel and Cathy Jensen, friends of Bill, as well as John Puffer, Bill's friend who went to elementary through high school with Bill in Longmeadow, MA. Joel, a retired Ford mechanic, helped Bill with restoration of the '49 wagon and Grove with his '50. Joel also helped on the day of the show to tighten the fan belt, which had been slipping on the drive down from Cape Elizabeth, ME. Grove, a master carpenter, also helped Bill with the woodwork on the '49 during its restoration.



The show began at 8:30 am and the first two arrivals parked by the event banner designed to attract attention from the heavy summer Saturday traffic on Route 1, which is adjacent to the show field. In addition to numerous Fords, the field included a 1950 Chevrolet - with drive-in food and beverage tray resting on the rear door window, a 1951 Green Buick Super, as well as a 1948 and a 1949 Chrysler Town and Country.

The owner of the '49 Chrysler pointed out that the doors were wood, as in '48, but because of changes in fashion, Chrysler decided to add thin steel inserts in body color to cover the wood between the cross beams.

The thickness of the wood body, including the trunk lid and doors, was on display with the trunk open.

A rare Plymouth greeted visitors at the show-field entrance. According to information on the windshield, it originally was a 1942 2/3 passenger business coupe. To meet demand for 4-door wagons for the military, in late 1941 or early 1942 it was sent to the Hercules and Campbell Body Company in Waterloo, NY, and the coupe body was replaced with a Chevrolet-pattern wooden body. Evidently Chevys were the most numerous of the conversions from passenger bodies to wagons, but also included cars from Cadillac, Dodge, Hudson, and Ford. The converted Plymouth - now steel gray with rust - was used at Newport, RI throughout the war and is the only known '42 to exist with the Chevrolet wooden body.



Many of the vehicles in the show were stock, but the field included some modified cars, such as the dynamic maroon 1946 Ford Super Deluxe Station Wagon, aqua Ford Station Wagon street rod, red 1932 Ford Pickup hot rod, and a candy-apple red Mercury.



Conditions were a bit hotter and more humid than in previous years, with afternoon thunderstorms in the forecast. Therefore, many of the show participants enjoyed a nice ocean breeze while sitting in the shade of a grove of trees on the field. The number of vehicles in attendance was about half as many as in 2024, in part because of the forecast. One of the Historical Society members also mentioned there has been a steady decline in the number of woodies in recent years, so in future the event might have more vintage trucks, such as the red and blue pickups that were in this year's show.



The finish of the event is a parade at 2:00 pm into Perkins Cove in Ogunquit, with an escort from members of the Wells and Ogunquit police departments. During the awards ceremony for the 1st, 2nd, and 3rd place popular voter winners, and the long-distance award that went to a family who drove from Long Island, NY, members of both police departments received plaques honoring their help with the event, to great applause from all of the attendees. With storms pending, Grove, Bill, and many of the other cars left before the start of the parade, leaving a half-dozen or so to wind through the Cove and delight the tourists, concluding another enjoyable Woodies in the Cove.



Chris Elenbaum is Ordained

By Dave Gunnarson

On Saturday, August 22, Cindy and Hank Du-bois and I attended the Ordination ceremony of NVRG member Chris Elenbaum at Lord of Life Lutheran Church in Burke, Virginia. After a 25-year career in the U.S. Air Force, Chris has dedicated his life to helping people who are in great need through the Lamb Center, a daytime drop-in center for individuals experiencing homelessness in Fairfax, Virginia providing meals, showers, laundry service, AA meetings, a nurse practitioner clinic, a dental clinic, and much more.

He hasn't given up his passion for old cars but now has an even greater role in helping people overcome some of life's hardships.

Chris now has an official title of Deacon of the church. Next time you see him, give him your best wishes. You can read about the Lamb Center at <https://www.thelambcenter.org/> and consider donating.



Helping Those Who Help Others

By Dave Westrate, Hank Dubois, Nick Arrington, and Chris Elenbaum

We often wonder if we should join a club. "They will want me to do things and what will I get in return for it?" Most of us knew club members Ken and Helen Burns for many years. Ken and Helen found two 1941 Ford Woodie station wagons and re-stored both to beautiful condition. The two woodie projects took them to many places over the years.

Ken and Helen were always very active club members. Ken was always very busy with official club duties. He was also always helping other members with their restoration projects and V8 car problems. Sadly, we lost him when he passed away a few years ago.

The Woodies have stayed with Helen but will eventually be given to each of their two children who live in other states. In the near term, they have been stored in the garage and have not started. A few weeks ago, Hank Dubois and Dave went to try to start the cars at Helen's request. We were able to start one, but the other one seemed to have electrical problems we could not solve.

At a club Board of Directors meeting, we asked for support and Nick Arrington and Chris Elenbaum stepped up and offered to join us. We all met at Helen's house a few weeks later and were able to check out the electrical systems. Nick's spark tester indicated a weak spark. Chris climbed under the dash with his multimeter and checked current across the resistor and initially found no difference of the 6V on each side. Chris then tightened up several connections and tested the ignition switch with a voltage drop to determine it was not the culprit. After tightening things up, the resistor was operating properly. Chris then went back to his house to get a known good coil and condenser that he had. Chris and Nick installed it, and we were able to start that car.



Not to be deterred, we were able to start both cars and Chris told Nick, "These cars need to be exercised. Oil needs to be oiling and grease needs to be greasing." Nick and Chris were up to the task. Nick told Chris, "I'm not familiar with the area so let's just make a quick loop around the block." No way. Chris headed out to the big road where we shifted through all the gears, got them up to speed, and I even heard Chris even tooting the horn on the car he was driving. If you need someone to exercise your car, just call Chris E.



I (Dave) remember Ken helping me with my project cars many times, as do most of you. Our club members help each other and that old saying "one hand washes the other" still applies. This kind of exercise is the "glue" that holds a club together.



TECH TIP

Brake Lockup on a 1950 Ford F6 Fire Engine

By Joe Freund

Before I share the saga of the locked up rear brakes on my fire truck, let's learn more about the life of my fire engine.

The 1950 Ford F6 fire engine was in service in the City of Springfield, South Dakota, a town with a population of around 1,600 people. The Fire Department used it for rural division service and in 1985 sold it to Robert Schutt, owner of the Kingsburg Grain & Feed Company in Springfield. Mr. Schutt used the fire engine for advertising and drove it in local parades. It was bought at auction in 1990 by Bruce Camitsch in Mendota Heights, Minnesota. He later sold it in 2007 to Jonathon Got in Cummins, Georgia, who sold it to Gary Wilmer and Norm Heathcote in 2010. According to Mr. Schutt, the fire engine has very low mileage and it appears that the odometer is correct at under 6,000 miles.

Norm was a member of the NVRG and graciously donated an immense amount of time working on our 2017 V8 Eastern National Meet held in Chantilly. Unfortunately, Norm passed away several years ago. Before his passing, I purchased the fire engine from Norm and Gary in December 2018. It is a great fire engine to drive, requiring you to use your muscles to steer the rig. I've driven the fire engine to several car shows, including the City of Fairfax car show that our club co-hosts, Father's Day Car Show at Sully, and the Labor Day Car Show held by the City of Fairfax. I'm proud to report that it won an award at each of these events.

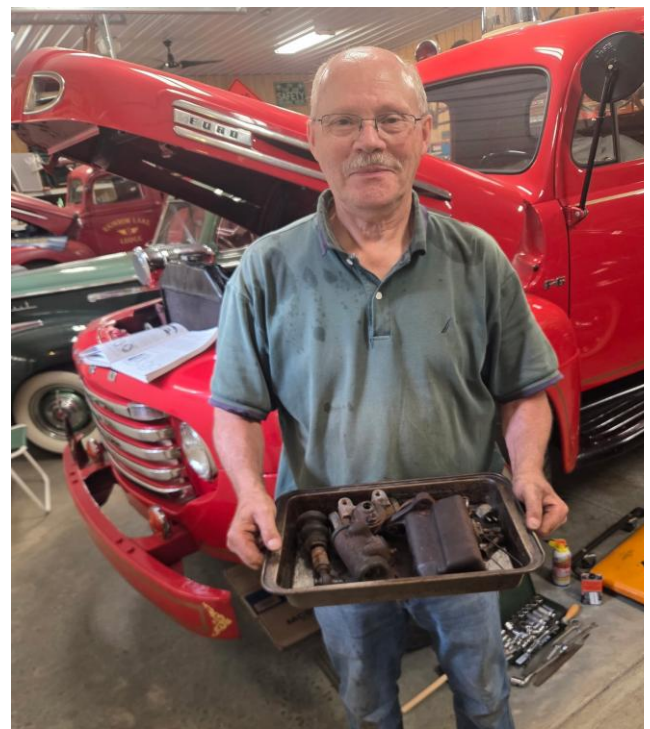
The last time I had the fire engine on the road I was almost home when the rear brakes started to pitch a fit. They started squealing - metal on metal. Fortunately, I was able to get the fire engine parked in my garage. There it has remained for two years though I regularly start the engine and let it run. With the help of Nick Arrington, Bob Vignola, Frankie Martin, and Jim Walker, the brake issue is in the process of being resolved. We put the rear of the truck up on jack stands and were able to painstakingly remove the four rear wheels which are heavy as hell. Next came the removal of the heavy brake drums which are held on with three slotted machine screws. The screws were frozen in place and had to be lubricated over time to loosen up.

Then came the removal of the brake drums themselves which were frozen in place. Nick and I beat them off with short pieces of two by fours and small sledgehammers. It was a wonderful workout!

After consultation with Nick, Bob, Frankie, and Jim, Bob and I just removed the master cylinder. It has five lines, one for each brake assembly and one to the booster assembly. Those five lines are secured to an outlet fitting which we had to remove before we could remove the master cylinder. Next we had to remove the two wheel cylinders and the shoe spring returns. Bob was able to manhandle the oversized springs off. Amazingly, the four brake shoes appear to be in great shape.

Rather than rebuilding the master cylinder and the wheel cylinders, the plan is to purchase the replacement parts, and we will put it all back together. Hopefully, the fire engine will be on the road for the next car show.

Without the research, mechanical knowledge, muscle, and grit of Nick, Bob, Frankie, and Jim, I would be nowhere. As firefighters say when they can't put out a fire, "surround and drown."



Getting Started

By Chris Elenbaum

Has your Ford sat idle for just a little too long and now it won't start? This happened to me recently. After three months of not driving Uncle Raeman, my 1939 "Peekup" truck, I kicked the gas pedal a couple times as usual and it wouldn't fire. So, I took the next step and shot some starter fluid down the carb. He fired and ran for about 20 revolutions and quit...uh oh.

I repeated that step two more times with the same result. Sure enough, I had spark but no fuel. I then proceeded to remove one of the plugs on the base of the float bowl of my Holley 91-99 and found no gas coming out. Then, I removed the top of the fuel pump and found no gas in it. Now, one would think that gas would have filled at least the pump in one of the three times the motor ran for those 20 or so revolutions.

After a short conversation with Nick Arrington at a club meeting, he recommended that I pour some gas into the top of the pump and let those check valves moisten up again, effectively priming the pump. Before I took that step, I inspected the top gasket and found that it was not effectively sealing the lid of the pump properly, likely leading to all of the gas evaporating out of the fuel pump over those 3 months. Off to the parts pile...

Of the three cork and rubber gaskets included in my fuel pump rebuild kit from Dennis Carpenter, none of them were large enough. Several companies are selling the same kit with parts made in Taiwan, and I have not been able to find a correct sized gasket set yet.



An undersized kit gasket in the pump lid

Only the diaphragms are useful in these kits, and they do not come with check valves. The solution to my specific issue was to make my own cork gasket for the lid. I then filled the pump with gas, let it rest for a few minutes to moisten those check valves, reinstalled the lid, and then Uncle Raeman came back to life.



A handmade cork gasket fitting nicely in the lid



The handmade gasket fits across the top lip of the pump completely

Meet Rev Crankenhope

Congratulations to our club member Chris Elenbaum on becoming an ordained minister earlier this month. You must admire those who hear the Lords calling and respond like Chris does to those that are homeless and in need of counseling. There is another Reverend that associates himself with our Flathead crew. That would be Reverend Crankenhope, who looks over a flock and its caretakers of those born between 1932 and 1953.

The flock comes in all colors, shapes and sizes. Many members have covered countless miles and can be temperamental when hot. Most have had extensive cosmetic surgery, along with rebuilding of major components. This special flock recognizes Detroit, Michigan, as its "Mecca" and have their own patron Saint, along with St Christopher, in Henry Ford, from whom they seek divine guidance.

Despite tremendous technical advances, this flock, even with its advanced age, continues moving along and can keep up with the best of its modern counterparts. The good Reverend realizes homelessness and isolation, as seen by the general public, can also visit the caretakers of this flock.

Garage "widows" can be found because of the constant nurturing and care required in the upkeep of the "Flathead Flock." Spouses realize that repeated visits to Hershey or Carlisle, PA can't always be counted on as a "vacation" but remain silent. Perhaps the worst situation occurs when the "Garage" becomes the favorite room in the household competing for quality time from the caretakers.

Rev. Crankenhope is quick to emphasize to caretakers of the flock the importance of dividing their time wisely. The good Reverend is available to bless the drivetrain, paint, glass, chrome and tires of the 1932-53 Fords with Holy Water and offer counseling to caretakers' spouses feeling isolated during the summer months of prime driving time, shows, and tours.

The good Reverend is quick to point out that a man could have a lot worse habits. You can always find him in the garage and not climbing Bar Stool Mountain. For more information, write Reverend Crankenhope at P. O. Box 325, Tightsqueeze, VA. Or when in SW Virginia, visit us at our World Headquarters at 1271 Lee Highway Access Rd., Tightsqueeze, VA, between the rear of the Pentecostal Church and Harveys' Hydraulic Hose Repair.

Donations are always appreciated to keep our mission moving forward. Please consider our "Miracle Wallet". Put your bills on one side of the wallet and your money on the other side, and you'll always have enough to pay your obligations. Only \$25.00 in cash or stamps, Order today and specify black or brown leather. Limited time offer. C.O.D. welcome. The wallets make great gifts. Please always remember: Goliath was tall, King David was small, and Flatheads for all.





The Early Ford V-8 Club of America
2027 Eastern National Meet
Williamsburg, Virginia
June 20-25, 2027

Early Registration Form

Questions? – Call Registration at 571-776-6393

You must be a National Member of the Early Ford V-8 Club of America to Register

Early Ford V-8 Club Membership Number: _____ Regional Group Number: _____

Last Name: _____ First Name: _____

Street Address: _____

City: _____ State: _____ Zip Code: _____

Mobile Phone Number: _____ Other Phone Number: _____

Email: _____

(If provided this will be our primary method of contacting you)

This is my first time attending a National Meet (check one): Yes ____ No ____

	Price
Early Registration Fee (until December 31, 2026*)	\$75.00

The registration Fee includes meet registration for your party and one show vehicle.

*Regular registration fee of \$85.00 starts January 1, 2027

After we process your Early Registration, a full meet registration package will be sent to you later this year and will include information and pricing on meals, tours and all of the other aspects of the meet. The purpose of this form is to allow you to take advantage of the lower early registration form and to help us plan the meet.

☐ If you prefer to pay by credit card, check here, and mail the completed form to:
2027 Eastern National Meet
10707 Ellie's Court
Fairfax Station, VA 22039-1876
We will send you a link to our secure credit card processing site.

Make Checks Payable to:
2027 Eastern National Meet
Mail copies of this completed registration form and your check to:
2027 Eastern National Meet
10707 Ellie's Court
Fairfax Station, VA 22039-1876

Hotel Reservations

Meet Hotel: Woodlands Hotel and Suites, 105 Visitor Center Drive, Williamsburg, VA

You need to make your own reservations at the meet hotel. A block of rooms has been reserved for the 2027 Eastern National Meet attendees from Sunday June 20, 2027 through checkout on Friday June 25, 2027 at a special rate of \$125 per night (plus taxes and fees for a total of \$157 per night). A limited number of king bed suites are available with taxes and fees included for total of \$206 per night.

To book your room please call 800-261-9530 Monday through Friday between 9:00 AM and 4:30 PM and identify yourself as being with the group **EFV8 2027 Eastern National Meet** or you can make your reservations on-line by using the Passkey Link: <https://book.passkey.com/e/51229976> All guestroom accommodations will be held until 5:00 PM on 05-24-2027. Check-in time is 4:00 PM and check-out time is 11:00.

Booking rooms for pre- and post-event dates can be done by calling the group reservations office at 800-261-9530 between 9:00 am – 5:00 pm Monday through Friday. Individuals must identify themselves as being with the group, **EFV8 2027 Eastern National Meet**, at the time the reservation is made in order to receive the special group rate for dates outside the regular meet date range.

Your reservation at the Williamsburg Woodlands includes all of the following resort perks:

- Light Continental Breakfast Available Daily
- 5-day Colonial Williamsburg Admission Tickets for \$28 (versus \$55 per day normally)
- Shuttle bus to Colonial Williamsburg every 15 minutes from 9:00 am to 9:00 pm
- High-Speed Internet Access in Guestrooms and Public Spaces
- Splash Park featuring water cannons, slides, and mini waterfalls for kids
- Heated Outdoor Pool
- Unlimited Local and Long Distance in Guestrooms
- Self-Parking
- Complimentary access to the fitness center and pools at The Spa of Colonial Williamsburg
- Fun Zone featuring free 18-hole Mini Golf, Shuffleboard, Corn Hole, a Playground and More
- 10% off Golf Merchandise in the Golf Pro Shop and select Discount on Green Fees
- Access to Golf Driving Range and Balls
- 30-minute Golf Clinic: Tues., Thurs., Sat. at 3 p.m.
- Resort Outlets Booklet - up to \$350 in Savings
- Tennis: One-hour Court Time
- 30-minute Tennis Clinic: Mon., Wed., Fri. at 11:30 a.m.
- Pet friendly rooms (for an extra charge)





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. Make checks payable to Northern Virginia Regional Group.

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. ***Note: Friday, September 4 is the last day to register!***

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!

SAVE THE DATE!

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



2026 Hershey Planning Announcement

From Dave Gunnarson:

I'm starting the process of getting ready for Hershey (October 5-8) which is now 5 weeks away. If you have never attended, I encourage you to come up and have the experience. Let me know if you want to participate in any of the group dinners or camping.

NVRG Group Dinner Reservations

- Monday October 5 - 6:30 pm: Fuddruckers - no reservation required
- Tuesday October 6 - 6:30 pm: Penn Hotel and Sports Bar
- Wednesday October 7 - 6:30 pm: TBD

Camping and Breakfast at the Campsite

If you are interested in camping I will need to know which nights you plan to be there. I will assume all campers will participate in the morning breakfast but if you want to come down just for breakfast, let me know so I can purchase the appropriate amount of food. The cost of the camping permit and food will be split based on the number of camping nights per person.

Car Parking

If you are bringing a car for camping, or just to park, I need to know that too so I can purchase a parking pass to put on your windshield which allows you access. It's a one-time \$10 fee.

Please let me know if you have any questions.
Contact Info: gunnarson@verizon.net 571-776-6393



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

Widow's 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)

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)

Pair of 1950 Virginia license plates. \$60. Call or text Bob Belsley 571-437-8401 or email bsbelsley@aol.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

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



September	
8	Membership Meeting —NVRG Membership Picnic, 11:00 AM- 4:00 PM, Occoquan Regional Park, 9751 Ox Road, Lorton, VA
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
November	
10	Membership Meeting —7:30 PM. Location: Green Acres Senior Center. Program: TBA
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.

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Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Nick Arrington	nta1153@verizon.net
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