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

Volume XLVIII, No. 10, October 2026 Editors: Nick Arrington & Sara Karnish

September Meeting:
2026 Occoquan Summer Picnic
By Nick Arrington

Over 40 members turned out again this year for our annual Summer Picnic at the pavilion located on the river at Occoquan Regional Park. Willards BBQ again provided a fabulous array of BBQ, and club members followed up with a variety of desserts. If you went home hungry you had no one to blame but yourself!

Thanks again to all who attended, and special thanks to Chris Elenbaum for organizing this year's event, along with Susan and David Skiles for handling all the "gear" required to pull off this annual event. Mark your calendar for next year's Picnic!





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Up Front with the President
October 2026



President's Message—October 2026

NVRG fall activities are especially varied: the annual picnic, Hershey camping & dining, the annual fall tour and the holiday party. These activities don't happen automatically. It's the result of careful planning and execution by your Board of Directors. However, your club needs new people to maintain these activities and introduce new ones. Please consider attending a Board meeting to see how we work (meetings are usually via Zoom). Or better yet, volunteer to join the Board by contacting our volunteer coordinator Jim LaBaugh. New Board members can serve an advisory role at first, then later step up to a manage a specific activity as their interest and club needs develop.

I'd like to announce that member Bob Vignola will be taking over the responsibilities of membership duties from Gay Harrington. You may not realize it, but Gay has been in charge of membership duties for 11 years. We all appreciated her efforts over the years as she works with Bob Vignola for a smooth transition.

Our annual picnic at Occoquan Park was a great success! About 40 club members participated. Everyone enjoyed the perfect weather, the several early V8s attending, the delicious food and the comradeship. Thanks to Chris Elenbaum (a relatively new Board member) for organizing the event. Read more about it in this issue.

A review of the Hershey mega-event will be the highlight of our next membership meeting on Tuesday, October 13th at the Green Acres Center Senior Center in downtown Fairfax. Doors open at 7:00 PM and the program starts at 7:30.

Not able to make it Hershey? Why not join the NVRG traditional Fall Tour. This year, the tour will explore the Gettysburg, PA area - from October 20-22. See the notice herein for details. Thanks again to Bill Simons for organizing this tour.

Best V-8 wishes to everyone,

John

NVRG Officers, Directors*, and Committee Members		
President—John Ryan (2025-26)	Membership—Bob Vignola (2026-27)	Tours—Hank Dubois
Vice President—Jim Nice (2026-27)	Programs—Dave Gunnarson (2025-26)	Property—Dave Skiles
Secretary—Nick Arrington (2026-27)	Webmaster—Rusty Rentsch (2026-27)	At Large—Chris Elenbaum
Treasurer—Bill Simons (2026-27)	Sunshine—Keith Randall (2025-26)	At Large—Bob Vignola
Past President—Joe Freund		Fairfax Car Show—Jim Nice

*Elected director terms shown in parentheses






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EARLY FORD
Northern Virginia Regional Group
V-8 CLUB


323539







Future car enthusiasts: Bob Vignola's grandchildren cruising in an M37 truck at the Edgar Rohr Memorial Car Meet

OUT AND ABOUT

Edgar Rohr Memorial Car Meet
By Bob Vignola

The 50th anniversary of the Edgar Rohr Meet (aka "The Manassas Car Show") was held on Saturday, September 19th. Although only two members of the NVRG were able to attend, we were successful in coming away with awards. Leo Cummings earned a Top 10 award based on participant ballots for his stunning 1966 Pontiac Catalina 2+2 convertible, while Bob Vignola received the Edgar Rohr Memorial Trophy for his 1937 Ford Phaeton. Based on an informal scan of the 147 cars participating, the Phaeton may have been the earliest car and only flathead at the show.



Award winners!

One thing that struck me about this show is that, because the show area is rather compact along the Manassas Train Station, and because the show coincides with the Manassas International Food Festival and Manassas Farmers Market, there were a lot of people visiting the show area. Because of this, my grandson didn't want to leave the Phaeton for lunch because "people will be asking questions", and they did! I told him to pay attention to my answers so that he could take over for me. But that's a "work in process". In any case, I may be developing future antique car enthusiasts. (Pic below: Bob's granddaughter and a '59 Caddy)



Special of the Month: ’35 Ford Roadster
Owned by Nick Arrington

In 1969, my father stretched his finances – he hocked himself up to his neck—to make the down payment on an old wooden 40-unit motel at 17th Street and the Boardwalk in Ocean City, Maryland. I spent the next six summers working there. Within days of taking ownership, he noticed guests from our motel and the motel on 18th Street walking to the Quality Inn on 16th Street to buy sodas. Two days later, we had a soda machine on our patio; within a month, we had two.

I stocked them at 7:00 AM, noon, and 5:30 PM every day—Coke, Fanta Orange, Root Beer, and Tab. There was no Diet Coke then. Tab was not a big seller and only got one row in the machine. It was later replaced by Sprite. Dad had a spare Coke machine in case the compressor acted up on one of them. The salt air was hard on the coin changer electronics and compressor. We sprayed a lot of WD 40 on the controls. Every morning we rolled up piles of quarters for our deposit to the bank on 21th Street. One roll went to the bank, and one went to my dad. You may be wondering what this has to do with a ’35 Roadster—hang in there.

That fall of 1969 my father and I went to Hershey, where he spotted a ’35 Roadster entering the field with a “For Sale” sign on it. We followed it, and Dad negotiated the purchase. As we walked back to our spaces, Dad looked at me and said, “Nicky, the Coke machines bought that car.”



’35 Roadster headed to Edgar Rohr

He did the same thing the following year with a ’37 Phaeton. By the third year, the motel on 18th Street had installed its own soda machine, so that source of funding slowed down a bit. I drove the ’35 home from Hershey. Its “upgrades” include hydraulic brakes, a 59AB engine, a ’39 steering box, a Columbia rear end, Banjo Wheel, front tube shocks, a ’40 sway bar, and Kelsey-Hayes wheels.



’35 Roadster (rear)

The car was clearly a “jalopy” at one time: purple paint can still be seen on the back of the glove-box door and shows through some of the thin black lacquer paint. I’ve maintained the car and drove it to countless shows along with my father. He “gave” me the car in 1975 when I graduated from college. It’s a very reliable car. I changed the ignition to a positive ground Pertronix and have rebuilt the wheel cylinders and master cylinder several times. Upgraded “Skip Haney” water pumps help it run cooler. It has one pesky valve that will stick every couple of years after winter storage, but the valve can be seen with the spark plug removed and a gentle tap with a brass drift fixes it up for another year or so. The Roadster began my love affair with ’35 Fords. There is something special about ’35 Fords—if you don’t believe me, just ask Hank Dubois.

JOIN US!

2026 Fall Tour
Gettysburg, PA Area
October 20-22, 2026
Contact Bill Simons for more information:
bsimons@rustinsurance.com



Growing Up in Arlington, Virginia, in Prewar Days and Beyond

By Dave Henderson

When I was 2 years old, in the very depth of the Depression my parents moved to a stately new house that old records show was bought for $6,750. Our family's MD was Dr. Walton of Cherrydale. His office visits were $3 and house calls $5. He had a great bedside manner and knew how to keep children at ease. After a treatment, I would be given a small toy, such as a 5 or 10 cent Tootsie Toy car.

I started the first grade in 1937 at Maury Elementary School on Wilson Boulevard, now the Arts Center. Maury's principal was Mrs. Bell, a stern middle-aged lady who taught sixth grade. Being sent to her for discipline was to be avoided at all costs. The only phone in the building was in her classroom. These were different times. The school was all white, except for a Black man whose job was to shovel coal into the boiler to keep the heat going. Blacks were segregated and had separate schools. There was no air conditioning. Pupils walked to school or rode bikes, sometime with a passenger riding on the handlebars. Children from Glen Carlyn were the only ones bused in.

There were swings in the playground with heavy chains and wooden planks for seats that could knock you for a loop, and dangerous seesaws constructed with thick planked boards. Perhaps my most pleasant memory of my grade school days was a treat we were given at a mid-morning break: a half pint of milk, your choice of white or chocolate, and two graham crackers. I always selected the chocolate, and to this day I still convince myself it was the best milk ever, and the same goes for the crackers.

At lunchtime we were free to wander off the schoolyard, and the destination was usually next door on the left where there was a Mom-and-Pop store. They also lived in the store's rear and upstairs. A curtain at the rear of the store area separated it from the living space. They were very accommodating to students, so much so that they would open a pack and sell cigarettes one at a time. The couple was of an unknown European origin, and the Missus would stick her head through the curtain and talk to her hubby in a foreign language. I suspected she was saying, "Watch out for the kid in the blue shirt—I think he's going to steal a candy bar," which cost a nickel then.

Across the street was a DGS grocery store that sold Birdseye Frozen Foods. Who had room for that? Our upscale exposed belt-driven compressor, blue porcelain enamel Frigidaire had only enough freezer space to hold two ice cube trays.

Two doors away was Sam Federico's one-man barbershop built on the side of his modest bungalow on Wilson Boulevard. He bought calendars from Boy Scouts at Christmas time and decorated his shop with pictures from them. A haircut was 25 cents.

The majority of cars in the neighborhood were 2-door sedans, chosen so children couldn't open a rear door by mistaking the door handle for the window winder while in motion and causing damage to the car, or worse to them. Chevys, Fords, and Plymouths predominated. A doctor had a '39 Buick and a government lawyer had a '35 Oldsmobile. Back fence neighbor George Damm, who was a Delegate to the Commonwealth of Virginia House of Delegates, drove a big 8-cylinder '38 Oldsmobile. The oldest cars were a '34 Nash, one Model A and a '31 DeSoto coupe. To us NVRGers the most significant of all was a Mullins trailer, parked alone at the curb.

As it became inevitable we would become involved in WWII, manufacturers ceased much domestic production in February 1942 and converted to producing military products. The Japanese had conquered the rubber producing areas of Southeastern Asia, so tires as well as gasoline became rationed. Synthetic rubber that we could produce was of far inferior quality. Some food items were rationed too, with ration books and stamps issued that were based on certain criteria to regulate the purchase of such items as meat, butter, sugar, and coffee in order to assure adequate supplies for our troops.

Arlington Boulevard, which was built in sections, and Pershing Drive both ended at Glebe Rd at one time. All I recall seeing beyond the end of Pershing was what I believed was a chicken coop in a wide-open field. That all changed in 1938 when the Freed family secured the first FHA financing for a vast apartment complex which they named Buckingham. When war was heating up overseas the Freeds donated a magnificent Hispano Suiza to the scrap metal drive. What a pity.

At the beginning or ending of the school day an Arlington police officer named Frank Palmer would park his big Harley in the middle of Wilson Blvd. to monitor traffic. I was one of several schoolboy patrol guys, equipped with yellow rubber raincoats and hats plus wide white belts with a strap that went over the shoulders. Our job was to hold back students at the curb and prevent them from crossing until the OK came from Frank.

Why do I remember Officer Frank so well? When traffic had slowed to a trickle and his job there was done, he would lift us one at a time onto the gas tank of the motorcycle and give us a spin around the block! These were very different times.

After graduation I became a student at Thomas Jefferson Junior High School on South Water Reed Dr., near Columbia Pike. I had several part-time after school jobs in that less affluent area along the Pike, which was characterized by having tough kids who paired off in gang-like rivalries. While in the area I saw a teenager named Bull Hosmer get challenged into a game of chicken, in which Bull would stand in the road and a kid with a '34 Ford would speed toward him and run him down if he held his ground. Needless to say, the '34 driver won out, but Bull made a very good showing, jumping out of the way at the very last second. Notable cars were a '35 Ford convertible with no top, languishing idly at a gas station and a '36 Ford with '36 Cord-inspired Pines trim around its nose and along the sides of the hood.

Clarendon was the major go-to shopping area in Arlington, offering a wide variety of stores. There were multiple car dealerships and gas stations, a lumber yard, 3 dime stores, a wonderful hardware store, a Singer sewing shop, a bank, an insurance agency, 2 hamburger shops, a Safeway grocery, formerly identified by its earlier name which was "Sanitary". (Could it be the name change to Safeway was made because the store wasn't too sanitary after all?) In '41 Clarendon got a big boost with the opening of a 4-story Sears Roebuck store. I used to buy their best oil, dispensed by them from a drum into my can for 18 cents a quart. I got my first socket wrenches a piece at a time and inexpensive. They were leftovers from the war and had dull industrial plating.

In '46 I entered Washington-Lee High School. My days there were a hoot. I got into the fraternity with the best all-around guys, and except for the homework loved every minute of it. There were other fraternities—one, Delta Alpha Beta, had members who took brotherhood seriously. When a new member was inducted, everyone would slash a cut on their arm and touch the spot with each other. It is downright humorous that the acronym for its name is "dab".

My best friend Charles Smith was running against two others for President of Student Government and I took on the job as his campaign manager.

We concocted an idea to make up a sign saying "Smith" and hang it over the front of the roof using large heavy cardboard pieces about 3 or 4 feet wide by 6 feet which were to be assembled at rooftop to 2 x 3 lumber where it could easily be seen by drivers coming along Washington Boulevard just a football field away.

We came to school early with the pieces, somehow got in and onto the roof, where we successfully assembled and hung the sign. Principal Claude Richmond went along with it, which was a pleasant surprise to us. That weekend there was a dance Saturday night, and during a break I went out with my date and looked up at the sign. Don Mclean, clever but fiendish, was the campaign manager for one of the opponents. He and his henchmen had visited the sign with evil intentions. They got onto the roof too, removed the "M" from the sign and then took the "H" from the end and placed it where the "M" had been. Ponder that a moment. Get it? And that's what those driving to church on Sunday morning would have seen had we not discovered the sign alteration. Those were very different times!

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Good 50/50 Salesmen Are in High Demand!

Good 50/50 salesmen are essential to car clubs fundraising endeavors and fund-raising events. The best 50/50 salesmen aren't born—they are developed over years of honing their craft. Let Bob Besley teach you the secrets of "Breaking the Ice" with car show attendees so they break out their wallets! Let Bob's opening lines get things started! Proven examples include:

"What was the first car you owned?"
"Anybody die in that wreck?"
"Is that your wife or your daughter?"
"Man, your ride is sweeter than saccharine at a drug store sale!"

Let Bob share his time proven methods for only three monthly installments of $19.95 each which includes easy to read manuals and high-quality VHS tapes simulating live car show events. Act now--quantities are limited. Send your first installment of $19.95, cash or money order to: Bob Besley 50/50 Master Craft Lessons, 49-52 Shoebox Lane, Flathead West Va. Postal Code OI812

TECH TIP

Spark Plug Restoration

This article originally appeared in the Northern Illinois RG #8's newsletter *Road Chatter,* April 2023 and reprinted in the Oklahoma Regional Group #64's *Flathead Times.*

There have been some discussions on the Fordbarn recently about concourse-correct spark plugs for Early V-8's. In particular, a member from Virginia is looking for correct plugs for his 1938 Ford. Finding correct plugs for Early V-8 judging is getting very difficult and the point deduction is high — 8 points for incorrect plugs. This article is not about determining the correct plugs or finding them, but the conversation reminded me about the restoration I attempted on spark plugs a couple of years ago.

From 1933 to early 1938, Ford used a three-piece Champion 7 plug. I had a set of these plugs that needed some work. The bases of some had been painted and I wanted to get them to the original black finish. I had learned that gun blue is the preferred way to restore the proper finish of the bases. I bought a container of gun blue on Amazon and basically followed the directions on the bottle. Here is my process:

1. Disassemble each plug
2. Use fine steel wool to polish ceramic insulator and brass pieces. Also clean up any copper pieces that come loose and keep them with each plug
3. Remove all paint and rust from the metal pieces - I used a wire wheel for cleanup
4. Clean metal items with a degreaser
5. Rinse and dry thoroughly - I used paper towels and an air can
6. Hold metal pieces with pliers and apply gun blue. Foam swab recommended, but I used Q-tips; foam would probably work better. You may want to wear gloves.
7. Wait 30 seconds or so, then rinse in cold water.
8. Wipe dry, then buff with steel wool. Don't be afraid of the steel wool —you can't rub the finish off.
9. Repeat steps 5-8
10. I did the process three times.
11. Let the pieces cure 24 hours, then apply Gibbs Oil for a nice, preserved finish.
12. Reassemble plugs

The pictures below will probably not do justice to how well this process worked - they look pretty good in person. On the top are the three Champion 7 plugs as I found them. Note that the plugs on the left and right appear to have the bases painted. Next are the same three plugs after the cleanup and bluing process. The single plug near the bottom is an NOS plug - VERY hard to find. To the right of it is a 3-piece plug disassembled. Finally, at the bottom, for comparison are a couple of Champion H-10 "coke bottle" plugs. Note the shape and the two ribs.



Before restoration



After restoration



NOS **3-Piece**



Early H-10

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 you 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)







The NVRG is looking for a few good men and women who are interested in serving on the NVRG Board of Directors in the year ahead. Each year, as terms of current board members expire, the club holds an election to maintain a full roster of 11 Board members.

Consequently, during the October Membership meeting, the membership is presented with the list of those who have stepped forward to help the club continue to function. If you are interested in volunteering to be on that list of nominees in October, please contact Jim LaBaugh via email at: jlabaugh@verizon.net.



Save the Date

Cliff and Sandra Green Holiday Party
Saturday, December 5, 2026
1:00 PM to 4:00 PM
Tuscarora Mill
An American Restaurant & Cafe
203 Harrison Street
Leesburg, VA 20175

Casual attire
Menu and pricing to follow

From the Editor

Don't forget to support our advertisers! Member Nelson Ford dropped me a note last weekend telling me he has had good experiences with PT Auto Experts in Vienna.

PT Auto Experts is one of our longtime advertisers in the *Valve Clatter*. Nelson informed me they solved several issues with both his '47 Ford Woody and now with his Volvo Duet. Please continue to support the service providers who advertise in the *Valve Clatter*!

--Nick Arrington



NVRGers at the annual Membership Picnic in September



Early 2027 Dues Renewal Notice
By Gay Harrington

It's Fall, and that means it's the season to offer all current NVRG members the opportunity to renew their annual dues early. We offer this early dues renewal to anyone who wants to renew ahead of the busy holiday season and new year festivities,

Our regular dues renewal for 2027 runs from December 1, 2026, through January 31, 2027.

There is no change in the annual dues amount of $25.00.

Please make checks payable to the Northern Virginia Regional Group (NVRG) and send to:

NVRG Membership
P.O. Box 1195
Vienna, VA 22183

If you prefer to pay your dues renewal via Zelle, please contact Treasurer Bill Simons via e-mail bsimons@rustinsurance.com to arrange the payment.

THANK YOU for your continued interest and membership in the Northern Virginia Regional Group of the Early Ford V-8 Club of America!





October 2026
General Membership Meeting
Hershey Meet Review

The October 2026 NVRG Membership Meeting will features pictures and stories from those who attended the recently concluded AACA Fall Meet in Hershey, PA.

There will also be refreshments and fellowship, so don't miss it.

Date: Tuesday, October 13, 2026
Time: Doors open at 7:00 PM; meeting starts at 7:30 PM
Location: Green Acres Community Center, downtown Fairfax

We will be meeting for dinner at Kelly's Oyster Bar at 5:30 PM, prior to the meeting, for anyone who would like to join us. Address: 4069 Chain Bridge Road, Fairfax.



Northern Virginia Regional Group *Automart* (Buy, Sell, Trade)







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. Currently runs but not started in a while. Stored in garage. Has 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, new battery. Comes with running boards, fenders, original pickup bed and a lot of other parts and literature. Asking $8,000.00. Also, tools and toolboxes as well as several other equipment pieces housed in garage. Call **Debbie Mascali**, 703-405-4080.





1949 Mercury 2DR, V8 OD, 2-2S aluminum heads, dual exhaust and headers, 12 volt. Call **John French,** 443-534-8906.

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**, 443-534-8906 *(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



October	
13	**Membership Meeting**—7:30 PM. Location: Green Acres Senior Center. Program: Hershey Review. Speaker: NVRG Hershey Attendees
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.
20-22	**Fall Tour**—Gettysburg, PA Area
27	**NVRG Board of Directors Meeting**—7:30 PM via Zoom. All are welcome to attend.
November	
10	**Membership Meeting**—7:30 PM. Location: Green Acres Senior Center. Program: Amish Country Driving Tour Review Presenter: NVRG Driving Tour Participants
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.
December	
5	**Holiday Party** *(see p. 11)*
16	**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.
29	**NVRG Board of Directors Meeting**—7:30 PM via Zoom. All are welcome to attend.

Valve Clatter Content Coordinators		
SECTION	**COORDINATOR**	**EMAIL**
President's Message	John Ryan	john@ryanweb.com
Monthly Meeting Report	Dave Gunnarson	gunnarson@verizon.net
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