



Northern Virginia Regional Group

www.nvrg.org

Valve Clatter

Early Ford V-8 Club of America



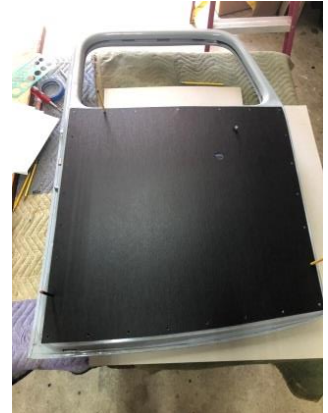
Northern Virginia Regional Group #96
Chartered December 11, 1977

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Editors: Nick Arrington & Stephanie Beavers

September 2022 Membership Meeting Trifecta! Tires, Brakes, and Interior

By Dave Gunnarson



What do tires, brakes, and interiors have in common? They are all topics discussed at the September Zoom membership meeting. Bill Simons detailed his harrowing account of tire woes on interstate traffic and provided valuable information which not only can make your EFV-8 safer, but applies to your modern iron as well. Dave Skiles followed lessons learned on a simple brake tune-up on his car “restored” by others, only to find that the brakes were never touched during the prior owner’s restoration. Dave Gunnarson finished the program with the issues he came across trying to acquire a good quality set of new interior cardboard panels for his truck. Each of the presenters has provided a write-up in this issue.

Up Front with the President

October 2022



President's Message October 2022

The NVRG picnic at Occoquan Regional Park was a rousing success! Attendance of 40 members, a pleasant location, great weather, and several EFV-8s in the parking lot all contributed. Thanks again to Joe Freund and Nick Arrington for reinstituting this traditional NVRG event – the highlight of our EFV-8 summer. See the writeup in this issue for details.

It always seems to creep up on me – Hershey! – a day earlier this year, so even one less day to get organized. Dave Gunnarson is organizing the camping, including his famous gourmet breakfasts at the campsite, and the group dinner events. Dave also maintains and posts a list of NVRG members with vending spaces. Contact Dave for more information.

Signups for our traditional NVRG Fall Tour indicate that this will be a well-attended event. This year, it will be centered in the Staunton-Charlottesville area from October 18 through 20. There is still time to sign up for the tour, so contact Bill Simons if you are thinking about participating. Thanks to Bill, Dave Gunnarson, and David Skiles for organizing this tour.

Our process for electing members to serve on the Board of Directors was completed at the membership meeting in September. Thanks to Jim LaBaugh for serving as chair of the nominating committee. Fortunately, all five board members whose terms are expiring this year agreed to continue serving. Thank you, Nick Arrington, Dave Gunnarson, Keith Randall, and Joe Freund. These dedicated folks along with the other five board members and committee chairs deliver the services and events that that make our Regional Group so great. I also agreed to continue on the Board.

This month's membership meeting on Tuesday, October 11, will feature our traditional Hershey Review. All members are invited to describe their experiences, show any major parts finds, and/or show their photos. Through the magic of Zoom, you can display your photos on your own computer monitor and, via Zoom's "share screen" mode, all participants in the meeting will be able to see them. Alternatively, you can send your photos electronically to Dave Gunnarson ahead of time. See you there!

Best V-8 regards,

John

OCTOBER SPOTLIGHT

- ✓ Membership meeting via Zoom – Hershey Review Oct. 11
- ✓ NVRG fall tour – Oct. 18 – Oct. 20

2022 NVRG Officers and Terms	2022 Directors and Terms	Committee Members
President – John Ryan (2021 & 22)	Membership – Gay Harrington (2022 & 23)	Fairfax Show – Dave Westrate
Vice President – Cliff Green (2022 & 23)	Programs, Refreshments – Dave Gunnarson (2021 & 22)	Tours Chair – Hank Dubois
Secretary – Nick Arrington (2021 & 22)	Webmaster – Ken Burns (2022 & 23)	Property – David Skiles
Treasurer – Bill Simons (2022 & 23)	Sunshine – Keith Randall (2021 & 22)	At-large – Jim LaBaugh
	Past President – Joe Freund (2021 & 22)	

Part 1 – I Waited Too Long to Re-Tire!

By Bill Simons

As many of you know, Liz and I have driven our '49 Ford Woodie from Arlington to Cape Elizabeth, Maine, each June and then home again at the end of September. It's a 2-day trip of about 600 miles straight up I-95. In the past, there have been some issues with faulty voltage regulators, but this past June I had a serious problem with my tires.

We left Arlington on a very hot Sunday morning and made it to the New Jersey Turnpike about 11:00 AM. Somewhere between Exit 2 and Exit 3 we heard a loud *Bang!* Despite having difficulty controlling the steering, I was able to pull off on the right-hand shoulder. The problem was in the rear end, and because the sound was so loud, I first thought I had a broken axle. To my relief, I saw that the rear left side radial tire had blown out! No problem, I have a spare. Just then a NJ Turnpike Authority truck pulled in behind me and put his safety flashers on. I was glad to have him there while I began to unload the spare tire and jack.

As I was about to jack up the car a "roll back" truck pulled off the road and stopped to help me. He was on his way to another stranded motorist but said "he just couldn't pass up the Woodie." He took over the job, using some of his own tools and, after a thousand "thanks" and a few bucks, we were back on the road.

No sooner were we about 10 miles down the road when *Bang!*, the right front tire blew out! Fortunately, once again, I was in the right-hand lane and, although the steering was difficult, I managed to pull off on the shoulder of an exit ramp. Now, having no spare, it was time to call AAA. They informed me that they were not allowed on the turnpike and only NJ Turnpike-authorized tow trucks could assist me. They did call one for me and he arrived about 30 minutes later. The driver loved the car and took great care loading it onto his truck under my watchful eye. I had no idea where to go for help, so he suggested towing us to a nearby Comfort Inn that had a Cracker Barrel restaurant next door. It was 1:00 PM, we were hungry, and I still needed tires, so we agreed!



Our tow driver had another suggestion. He worked during the week for a truck repair garage that had a tire warehouse in the area. He suggested that he drop us off at the motel and he would tow the Woodie to his employer's garage for the night, which was about 4 miles away. Having no better ideas, I cautiously agreed. I was nervous all night thinking of all the things that could happen to my car when it was completely out of my control. I took a cab to the shop at 8:00 AM Monday morning and was relieved to see the car sitting in the back lot unharmed. Whew!! Fortunately, their warehouse had my exact tire size in stock and, by 10:30 AM, I was back in the Woodie at the hotel picking up Liz and checking out. Thankfully, the rest of the trip was uneventful.

Lessons Learned!

1. Check your tires for tiny cracks in the sidewall and deep down in between the treads for dry rot. Rubber oxidizes over time, even when stored in a garage.
2. After 6–7 years, put them out to pasture even though they still have low mileage and plenty of tread. Research shows that 84% of tire-related insurance claims are caused by tires more than 6 years old.

3. Check the manufacture date on each tire. It is stamped in an oval on every tire and shows the week and year of manufacture (see picture). Sometimes tires, especially vintage tires, can sit in a warehouse for several years before being sold. Mine were dated 12-12, the 12th week of 2012.



4. Damage to older tires is not always visible. When they removed my left front tire, I could see that the tread had separated and formed a bubble on the inside of the tire. That would have been the third tire to blow.



Part 2 – How a Simple Brake Adjustment Became a Major Overhaul

By Dave Skiles

After too many times of not stopping as soon as I would have liked in my 1934 Ford, I decided it was finally time to adjust the brakes.



Two of the adjusting wedges were frozen and wouldn't move. The other two moved one notch and locked the wheel, two notches back and the wheel was almost in free spin. Off with the wheels and hubs and disbelief. Both front adjusting wedge dust caps were missing.





Several of the adjusting shafts were rusted and frozen and had to be tapped out with a hammer. They were almost flat instead of pointed to ratchet on the wedges that had worn ridges.

Rust and dirt everywhere, obviously far from adjusting the brakes to a complete overhaul.

I found out you cannot get all the parts. Several vendors list parts for 1928 to 1934 Fords but that is not always the case.

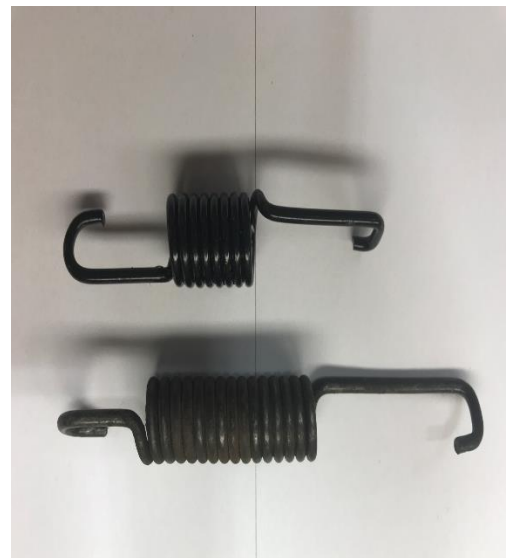
The difference in the operating levers is rather stark. Everyone sells the one for the Model A and says it fits the '34. I could not find the proper ones and, as the holes in mine were oval from excessive wear, Dave Gunnarson graciously welded them for me.



The story is the same for rear roller tracks. The Model A has two rivets and a curved bottom. Everyone claims it will fit the '34, but the '34 has three rivets and a flat bottom. Dave came to the rescue with his welding torch again.



The upper brake return spring is available, sold as '28-'34, the lower ones are not even close. Joe's used to sell them but I was too late – he can't find a supplier any more.



All the holes in the pull rods, operating levers, and cross shaft were oval. Bill Simons gave me some front rods and Dave welded the rear ones and the cross shaft. What a club!

I had real trouble finding front operating pins. Everything out there is 7 ½ inches long for guess what? Model A's. Fortunately, 3rd Gen had some made recently that are the proper 7 ¾ inches long.

From the wear patterns on these linings, I don't know how the car stopped at all. The rear linings on the front brakes were 3/4th the length of all the rest. I went on the Ford Barn and was informed that originally the short lining was on the rear shoes of all four brakes. Ken Burns told me it was because Henry wanted to save money, so I made all of them the full length.



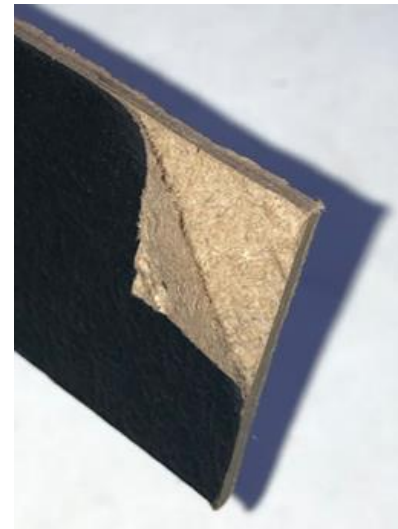
It all takes a lot more time than anticipated, as I just can't work on it all day as I could when I was 20. My perfectionist desires have long since evaporated, but it is going to be 100% better than it was. Remember, there is no such thing as a 30-minute job! Thanks for everyone's help.

Part 3 – Interior Cardboard

By Dave Gunnarson

Looking ahead to the day when the truck will be finished, I decided to start finding the best reproduction interior cardboard panels. These panels line the interior of the cab and were originally made from cardboard. The closest version of this material today is a cardboard, more properly called binder board, which is what covers of hardbound books have. It has some flexibility to form large radius curves. It's covered with a vinyl sheet similar to the pattern originally embossed on the cardboard by Ford.

One supplier is Mac's Ford Auto Parts who, several years ago, purchased Cartouche, a well known supplier of interior kits for Ford and for other vehicles. They offer a free sample flyer, which I received. It contains lots of small squares of the different types and colors of interior cardboard they offer.



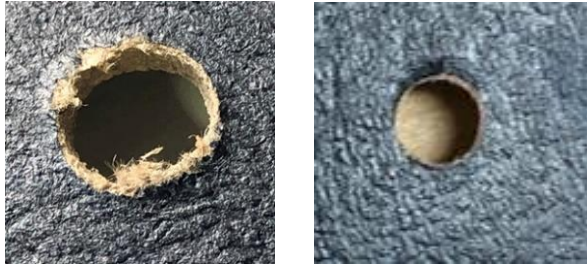
Binder board backing with black vinyl covering

Satisfied that this was as close to the original as I could get, I ordered a full kit specifically for the 1935-'36 pickup. A few weeks later, a large box arrived and I eagerly opened it up. On first glance, all looked good.



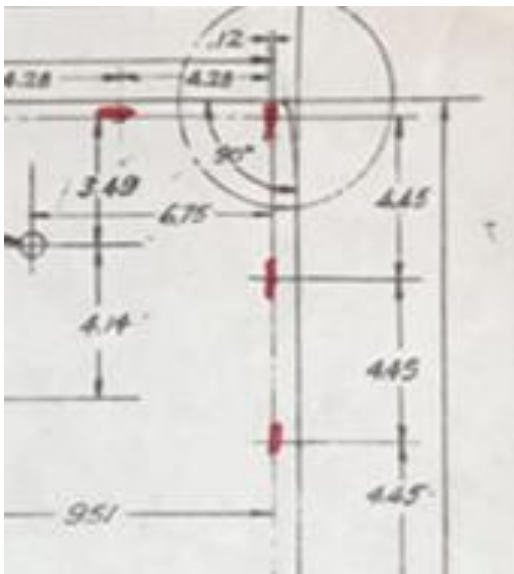
The kit had door panels, cowl panels, a roof panel, windlace, correct button fasteners, and more. Then I tried to align the door panel to my door. First thing I noticed was that there were no holes across the top where I needed five. No big deal as I can punch the 1/4" diameter holes myself. Then I noticed that the holes already punched were rather ragged. The push pins just barely covered the exposed light-

colored binder board. I wasn't happy, but again, it was fixable.



Holes "factory" punched (left) and my effort (right)

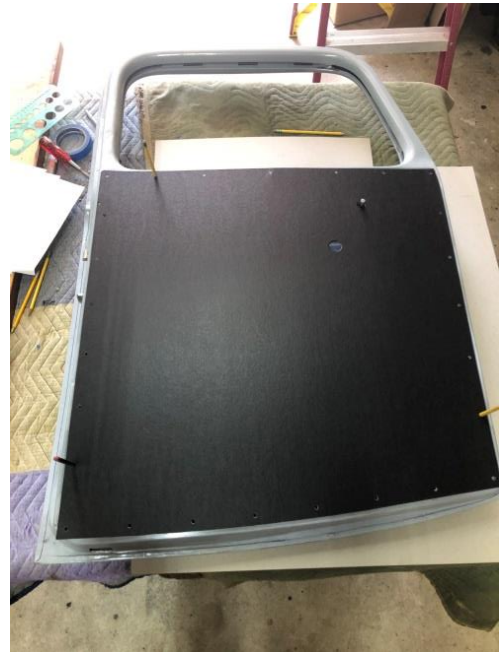
Next I noticed that some of the other holes didn't line up and the shape wasn't quite right. Since I happen to be writing a book about 1935 and 1936 big trucks for the EFV-8 club, I decided it was time to study copies of door drawings obtained from the Ford archives at the Benson Ford Research Center.



Ford Engineering Drawings Saved the Day

Turns out there are four different door panels for 1935 and 1936 trucks, each with its own number of fasteners. After providing all of this information to the nice folks at Cartouche (Mac's), we agreed that, in exchange for all of the detailed information, they would make a new interior kit for me for all the parts and that I would punch all my own holes (except the window crank and door lock handle on the door panel). The new kit arrived and I took time to carefully punch all of the holes cleanly and in the right places. Now I have a cardboard set ready for the day my truck is virtually finished. It was a lesson to me that, while reproduction parts are intended to

fit the vehicle advertised, it always helps to know the precise requirements and be willing to finish the manufacturing process to get a perfect fit.



Final Door Panel Fits Perfectly



EARLY FORD V-8 CLUB
ON THE ROAD
ST. LOUIS R.G. #124

From the St. Louis R.G.
#124 September 2022
Newsletter

Ad from a 1950s Sears catalog – the latest in child safety devices!



Auto Strap for front-seat tots

\$1.88

Guards your child as you're busy driving through traffic. Lets him sit, stand, kneel or sleep without disturbing driver. Prevents spills from sudden stops. Heavy web harness attaches to safety strap that snaps to car seat frame. Removes easily. Also use as walking harness. For 1 to 10-year olds. Fits any car. Shpg. wt. 9 oz.

460 SEARS 3PCBKM

49 G 7945.....\$1.88

ANNUAL PICNIC RETURNS

Return of the NVRG Summer Picnic – 2022

By Nick Arrington

Our summer picnic had fallen victim to the COVID pandemic but came back to life on Wednesday, September 20, at Occoquan Regional Park near the river. We had perfect weather for the nearly 40 members who showed up for BBQ with all the sides one could wish for. If you left hungry, it was nobody's fault but your own. During the meal, I took an informal survey of each table, asking if they would like to return to the same spot next year and the reply was a resounding "Yes!" The September picnic will now be our September meeting in much the way our Christmas Party represents our December meeting. I had the pleasure of dining with new members Terry and Jane Thomann, who explained how they had owned a '38 Ford along with a Porsche and Firebird in their "early" days and now have found replacements for all three models for their retirement. Welcome to the club! Special thanks to the Friends and Skiles team for all the planning and set-up. I hope more in-person events like the picnic spell an eventual *Doom* for *Zoom*. Enjoy the photos.









OTHER HAPPENINGS

City of Fairfax Labor Day Show

By Cliff Green

Except for early afternoon, Labor Day was forecast to be nice for the Annual Clifton Lions Club Car Show with the City of Fairfax. This event used to be held in Clifton, until it got out of control! Braving those conditions (because we all lived close), a few of our members gathered at University Mall to travel together to the meet opposite the fire station. This way we could all be parked together.

Ken Burns led the way in his '41 woodie followed by Clem in his '39 PU, Green in his '40 woodie, Keith Randall in Brand X, and Leo Cummings in his Merc. Milford was already there with his neat '51 convertible. Dave Westrate joined our group with his '39 woodie and Frankie Martin showed with his '51. We clustered around the cars and were visited by Joe and Sara Freund, Andy Koerner, Dave Blum, Rusty Rentsch, Eric and Nancy Sumner, and Bill Selley.

Talking to the meet chair, he said the registrations were down from pre-COVID years because of the forecast, but still parked over 200. All types were welcome and there was quite a variety! The crowd was impressive. The Lions ran a busy concession.

We signed up one new member and a prospect. Those pamphlets that Gay made up are handy!

With gathering clouds, Milford left because his top would not go up and I was close behind. No one in our group received an award. After Sully, this is one of my favorite shows.



Leo, Clem, Keith, Ken



Eric, Dave W., Milford, Ken, Cliff, William –
Enjoying the weather!



Cliff, Milford, Dave

46th Edgar Rohr Car Show

By Nick Arrington

The 46th annual Edgar Rohr Car show was held in Old Town Manassas on September 17. The show was held adjacent to the working railroad station next to the Manassas Museum which is being renovated. Edgar Rohr and his family were instrumental in the growth of Manassas. The family ran a Five-and-Dime store and butcher shop in Old Town Manassas dating back to the 1930s. Edgar was both a past mayor and fire chief for the city. He was also a past AACA president and amassed a large collection of antique cars which eventually joined the general store in the

form of a museum. Edgar participated in hundreds of tours during his lifetime. This year's show was well attended by both classic and modified vehicles. Among the crowd were our own members Frankie Martin and his immaculate black "Shoebox." Jason Javaris with grandson in tow drove up in their low-mileage '70s Ford Pickup. Cliff Green piloted "Green Acres" his '40 wagon and I drove my '35 Roadster. At the end of the day, Cliff and his '40 wagon took home first place honors for the entire Ford Class on the field. The weather was great and it was so nice to see people out with their cars again. This is a great show nestled right up against the restaurant district in Old Town Manassas, which makes for a great lunchtime date. Mark your calendar for next year.



Frankie Martin's Shoebox



1935 Roadster Headed to Edgar Rohr



Jason Javaris with Grandson and Clean Original 70s Ford Pickup



Cliff Green and "Best Ford In Show" Trophy

REMEMBERING JIM MCDANIEL

JIM MCDANIEL'S MEMORIAL SERVICE

By Keith Randall, Sunshine Chair



Arlington Cemetery has finally announced a scheduled date for Jim's funeral service and burial. The funeral will begin at 3:00pm on Thursday, November 10, 2022. Guests are requested to arrive 45 minutes early and meet at the Administrative Building at the cemetery.

After entering the main entrance to Arlington Cemetery, continue driving straight past where you would turn left for visitor parking. There will be guides available to tell you exactly the route to follow to the Administrative Building. There is parking for visitors at the Administrative Building. Folks will gather in a room in the Administrative Building until it's time to follow the hearse/caisson to the gravesite. You will be able to follow the procession in your personal vehicle to the gravesite. Once at the gravesite, you can park your car along side the road and walk the short distance to the burial site for the service.

After the service, you can return to the Administrative Building parking lot (if you have car pooled to the gravesite). Or, you can depart directly from the gravesite. While at Arlington, a handout will be available with directions to a reception. The reception will be held at a friend's large home in Jim and Char's old neighborhood in Springfield.

For those who may not recall, Jim was a career Army pilot who served two tours in Viet Nam that included being shot down. This service is a most fitting tribute to a man who served his county with dignity and honor.

It is kindly requested that those who plan to attend the funeral service and/or the reception please advise me by email: KLR8217@aol.com or let me know by telephone: 703-913-5655 and leave a message.



Jim drove his '51 Cruiser to the 2013 Grand National Meet at Lake Tahoe and back. Devils Tower National Monument in Wyoming is in the background.

Arlington National Cemetery has scheduled Jim's funeral service and burial. The funeral will begin at 3:00 PM on Thursday, November 10, 2022. Guests are requested to arrive 45 minutes early and meet at the cemetery Administrative Building.



From Memorial Avenue, enter Arlington National Cemetery on Eisenhower Drive, turn left on King Drive, then take the first right into the special parking area for funeral parking. Cemetery guides will direct you to the Administrative Building.

Folks will gather in a room in the Administrative Building until it's time to follow the hearse/caisson to the gravesite. You will be able to follow the procession in your personal vehicle to the gravesite. Once at the gravesite, you can park your car alongside the road and walk the short distance to the burial site for the service.

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Keith Randall, Sunshine Chair

Hard Starting When Hot!

By Cliff Green

I have had numerous V-8ers describe symptoms that seem prevalent with our flatheads. The car will start and run perfectly when cold. After shutdown and sitting for a while, it refuses to start! There are two possible ignition issues here and both are subject to heat: the condenser and the coil.

The condenser is either good or bad – it works or it doesn't – it is not a gradual failure. It can be tested on the bench to find if it is shorted and for capacity.

By using an analog VTM in the ohm position you touch one lead to the case and the other to the terminal which will provide a slight charge using the VTM battery. Then switch the meter to the DC Volt position lowest setting and again ground the case and when you touch the red lead to the terminal you will see the needle jump and go to zero. This proves that the condenser is good and not shorted.

Now, using a microfarad meter (Honeytek A6013L available on Amazon for less than \$20) you can measure the capacitance. The range is slightly different for each year. For the '32-'48 years, we are looking for .26-.33 mfd., '49-'53 .22-.28 mfd. Excessive point pitting will occur if a condenser of improper capacity is used. The condenser is matched to the coil.

The test should also be done after the condenser is heated (with a hair dryer). This simulates the condition when the engine is stopped and there is no longer a cooling fan. There is the rub if test fails.

Condensers are available from NAPA and you should always carry a spare.

The second cause of not starting when hot is the coil receiving too much voltage and heating up. The ignition resistor drops the battery voltage almost in half to no more than 3.5v. Any more than that will cause breakdown until it cools off. Test the V with a VTM at the coil – you will get a reading only when the points are closed. Too high – change the resistor. A fuel-related problem to hot starting after sitting, is when the power valve is leaking and the engine is flooded. Turn the mixture screws all the way home, when idling, and it still runs, the valve is leaking down.



Miss Aloha Wanderwell-Baker

The following article from 1935 describes one of several treks in the early 20th century taken by an intrepid and pioneering female motorist, Aloha Wanderwell-Baker

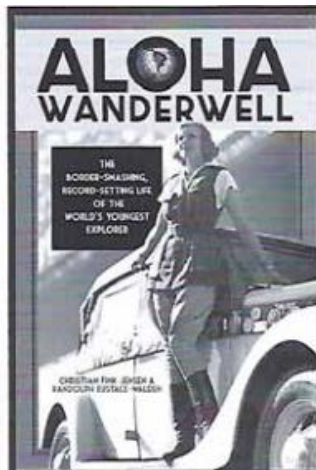
**Buy a Ford &
 See the World
 by Aloha
 Wanderwell-Baker**

Girl's 28,000 Miles by Car

Miss Aloha Wanderwell-Baker, of Hollywood, reached Lismore yesterday morning after completing another section of her world tour in search of material for radio lectures and motion picture news reels. Travelling with her are her brother, Walter Baker, and Mr. E. W. Owen, also of Hollywood. Miss Baker is staying at the Freemason's Hotel, Lismore.

Her car is on view at the garage of Trevans Ltd. Miss Baker will sign autograph books while at the garage this morning and others may be left at the Freemason's Hotel and called for later.

Miss Baker will make a personal appearance at the Star Court Theatre, Lismore, tonight. Her own film "Travel and Adventure in 75 Countries" has been added to the program. She will speak again from 2 PM next



Monday night. A charming personality, Miss Baker is delightful conversationalist and has a wealth of hair-raising experiences on which base many interesting tales.

Her strange and thrilling adventures in remote countries are shown in the Film "Around the World by Car."

Her Ford V-8 bears 7 badges affixed round the body, representing the majority of countries she has visited in the course of her travels. Fascist and Soviet emblems are among the badges, which Chinese characters are painted on one of the mudguards.

Miss Baker has an unusual hobby, collecting beautiful bracelets. One of these is of solid gold, weighing half a pound, and is over 2,000 years old. It came originally from Siberia.

9,000 Miles across Australia in her Ford

The traveler's present trip already has covered 28,000 miles, of which 9,000 have been in Australia. She reached Fremantle after traveling through Japan, China, the Philippines, French Indo China, Siam, Malaya, Java and Bali. On arrival at Australia, the party crossed the Nullabor Plain





Adelaide, Melbourne, and Sydney, and thence through Toowoomba to Brisbane.

Miss Baker has travelled as far north as Townsville, and subsequently she will go to New Zealand. Miss Baker remarked yesterday that she liked Australians, who were a homely people. One of the features of the country that had impressed her was the hospitality of the people. Another of their virtues was the fact that Australians had no inferiority complex, which made them very friendly.

Flew Over Amazon

Miss Baker, who can speak 14 languages, flew once over the upper regions of the Amazon in search of the lost Colonel Fawcett. On this trip her plane made a forced landing on the River of Death, and it became necessary for her mechanic to return to the coast, a six week trek over jungle and swamp, to replace the necessary parts for the plane.

During this time the adventurous young woman lived with a semi-savage, stone-age people who lived in fear of her "iron bird," as they called her plane.

She had also the distinction of being the first woman to drive a car from Capetown to Cairo. The trail blazing over desert wastes and poisonous jungles occupied more than two years, during which it was necessary to live almost exclusively on native food.

Soviet Commissars made her an honorary colonel in the Red Army. Miss Baker was educated in a French Convent, which she left to travel, eventually becoming associated with the American broadcasting interests. In this work she has already travelled extensively in many lands.

In all, she has visited more than 60 countries, and her present tour will include all lands that have been omitted on previous expeditions. She will speak from 2 PM again next Monday evening.



Aloha with her Model A

Aloha Wanderwell (born Idris Welsh) at an early age becoming an American internationalist, explorer, author, filmmaker and aviatrix. While still a teenager, she joined an expedition to travel across the world by Ford 1918 Model T, 1930 Model A, and 1935 Touring Sedan, all Fords. Aloha began her adventuring career when she met her traveling companion, Walter "Cap" Wanderwell, in 1922. They married in 1925 and had two children as they continued to travel the world, recording their journeys on 35mm nitrate and 16mm film.

While stranded in Brazil, she lived among the Bororo people and recorded the earliest film documentation of them for six weeks. In 1932, her husband was murdered on his yacht Carma in Long Beach, California. Aloha later married Walter Baker and continued her travels, ultimately visiting over 80 countries and six continents, and driving over 500,000 miles. - Wikipedia

The Wanderwell Expedition

In 1921, Walter Wanderwell was capturing headlines with the Million Dollar Wager, a round-the-world endurance race between two teams racing Ford Model Ts to see which team could visit the most countries. A controversial figure, Wanderwell (born Valerian Johannes Pieczynski) had been jailed in the United States during World War I on suspicion of being a German spy, but was released in 1918.

Wanderwell was inspired by his meeting with the League of Nations and around 1930 he formed his own organization Work Around the World Educational Club or (WAWEC).

In 1922, when she was 16, Idris met Walter Wanderwell for the first time, after responding to one of his advertisements declaring "Brains, Beauty & Breeches -

World Tour Offer For Lucky Young Woman ... Wanted to join an expedition... Asia, Africa..."

She met with "Captain" Wanderwell in Paris and secured a seat on the expedition.

She served as the expedition's translator, driver and secretary, and took on the name "Aloha Wanderwell," even though Walter was still married to Nell at the time, but would divorce after Aloha joined the expedition.

Partially sponsored by the Ford Motor Company, the round-the-world tour also sustained itself through filming and Travel lectures, from Africa through the Middle East and on to Asia. In Calcutta in 1924, their tour crossed paths with planes from the first aerial circumnavigation, and Aloha filmed their meeting.

They came to the United States in January 1925. Aloha would become an American citizen and marry Wanderwell on April 7, 1925 in Riverside, California. Their marriage foiled a plan by FBI agents to arrest Pieczynski under the Mann Act, a law that prohibited transporting women across state lines for "immoral purposes."

Aloha gave birth to a daughter, Valerie, in December, 1925 and son Nile in April, 1927. The Wanderwells continued their travels, sailing to Cuba and South Africa. Aside from dealing with poor roads, the Wanderwells also had difficulty finding gasoline for their vehicles.

During their travels through Africa from 1926-1928, they used crushed bananas for grease and elephant fat for engine oil.

The global tour included 43 countries. Author Stookie Allen contends that during this time, Aloha had cut her hair and fought as a



member of the French Foreign Legion.

The Wanderwells returned to the United States where they made a home in Miami in 1929 and donated one of their Model Ts, known as Little Lizzie, to Henry Ford before the screening of the film, Car and Camera.

Around the World. - In 1942, Henry Ford decided that Little Lizzie was of marginal historical importance and scrapped her and 50 other autos for the war effort. - Wikipedia



AFRH Classic Car Show

Sunday, November 6th

10:00-Noon



AFRH (W) would like to invite you to come and show off your Classic Car

November 6th from 10:00-Noon.

If you are interested in participating in the event. Please email me or call with the following information:

Full name:

Cell phone number:

Email address:

Type of car(s) you would like to bring:

140 Rock Creek Church NW Washington, DC 20011

POC Marla McGuinness (202) 541-7639 Marla.McGuinness@AFRH.Gov

See additional details for this event on the next page.

AFRH Classic Car Show Sunday, November 6

My name is Marla McGuinness. I am in charge of this year's Classic Car Show Program for Armed Forces Retirement Home (AFRH). I would like to invite you all to come to the AFRH Auto Classic Car Show on November 6th from 10:00 AM to noon.

If you are interested in participating in the event. Please email me back with the following information: Full name / Cell phone number /Type of car(s) you would like to bring.

For directions, please put 140 Rock Creek Church Road, NW Washington, DC, into your navigation app or GPS. That will take you to our Eagle Gate. That is the only gate open at this time. If you simply put in Armed Forces Retirement Home, you sometimes get directed to another entrance which is not open on the weekends.

At the gate, the driver and every passenger over 18 will have to show a photo ID to enter. If you have your vaccine card and can show you are fully vaccinated, you will not need to wear a face mask while outside at the show. If you do not have the card or are not vaccinated, you will need to wear a mask and keep 6 or more feet from our residents even though the show is outside.

As we did last year, the cars will be staged between the Scott and Sheridan Buildings and on Rose Chapel Circle, which is closer to the residences and more convenient for our residents to come see the show. Please follow the signs to the staging area.

In the past, we have offered winners and trophies. This year we invite you to come and talk with the residents and show off your beautiful automobiles. Everyone will receive a challenge coin with the AFRH logo on one side and thank you on the other. This year we want to just enjoy the program.

Gates open as early as 9:00 AM. Everyone is welcome to a free hot dog, chips, and soda.

Thank you again for coming out to participate in this year's classic car show. If you have any questions, please send an email or leave a message on my phone and I will get back to you. I look forward to hearing from you soon.

V/R Marla J. McGuinness 🌸

Recreation Specialist, AFRH Armed Forces Retirement Home, Washington, DC 20011

Tel: 202-541-7639



October 2022 Membership Meeting Hershey Review

If you can't make it to Hershey this year, you can live the experience through the pictures and stories of the NVRG-ers who were there.

It's impossible to see it all at Hershey, even if you walk slowly. There's just too much and so many angles to view and discover something else that you had missed.

There should be several attendees providing their own perspective and vantage points, so it's possible to see more than you would have if you had attended in person.

Hope you can make the Zoom call and look forward to seeing you on Tuesday, October 11, at 7:30 PM. Link details are below.

Topic: October 2022 NVRG Membership Meeting - Hershey Review

Time: Oct 11, 2022 07:30 PM Eastern Time (US and Canada)

Zoom Meeting Link:

<https://us02web.zoom.us/j/86365498266?pwd=WFowVDIkbjVhclNWZ3ljWEs0eDk5QT09>

Meeting ID: 863 6549 8266

Passcode: 631876

Phone: 301-715-8592



NVRG 2022 Holiday Gala

Date

Saturday, December 10, 2022

Location

P.J. Skidoos

9908 Fairfax Boulevard, Fairfax, VA

Lower-level banquet room by way of restaurant
interior staircase

Attire

Coat and Tie

The celebration begins with cocktails at 6:00 PM
(cash bar)

Dinner served at 7:00 PM, followed by the gift
exchange

Menu Selections (includes dessert)

Grilled Chicken - \$31

Fresh Broiled Salmon - \$33

Prime Rib - \$36

Please mail your check (payable to NVRG) with
your menu selection by Friday, December 2 to:

Joe Freund

650 Springvale Road

Great Falls, VA 22066-3304

Please let Joe know if you need a ride to and
from the restaurant. We look forward to seeing
you there with wrapped gifts for the traditional
gift exchange. Don't forget items the spouses
will enjoy!

THE 2023 NVRG CALENDAR IS HERE!

(And the deal is the same as 2022)



Cost of a single issue: \$12

Cost of a single issue mailed: \$15; two issues: \$28
mailed

If you want more than two calendars, send an in-
quiry to Cliff Green at dcliftongreen@gmail.com

Make your check payable to NVRG and mail it to:
Cliff Green

6214 Militia Ct.

Fairfax Station, VA 22039

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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

1930 Bronson Yellow & Seal Brown Model A Ford Cabriolet: This original beauty is looking for a new owner. Engine rebuilt by Don Temple with eV-8 clutch, lightened flywheel and splash pans Millard Springer Tool Box. Chrome and wood trunk rack. Muffler heat shield and dual LED tail lights for added safety. Hood safety props. Powder-coated balanced rolling wheels. Twin side-mounted spares black painted with chrome cover covers and mounted mirrors. Operational clock on rearview mirror and front seat belts. Top and interior by Don Jenkins of Joe’s Upholstery in Frederick, MD, using correct LeBaron Bonney materials. New battery. Starts, runs, steers, and stops well. Brakes recently serviced and adjusted.

A great parade car, driven in numerous Cherry Blossom Festival, Memorial Day, Independence Day, and Fall Festival parades over the last 2 decades, carrying such notables as “FDR” and the “Red-skinettes” cheerleaders. High award earned and frequent participant at the annual Armed Forces Retirement Show for our retired vets. A fan favorite. Includes Model A tools, spare parts, significant historical documentation, repair and period literature. Asking \$18,500. **Clem Clement**, (H) 703-830-5597; (C) 571-239-1701, email: clem.clement@cox.net. (04/23)





1929 Brookville Body, Original ,1932 Ford Frame, 59AB motor, 1940 Ford Rear. Most everything for a period hot rod build. Contact **Mark Luposello**, 703-399-0999 or drspdracer@gmail.com. (04/23)



1928 Model A Ford Tudor: New brakes installed by [The Ford Script] clubber Tommy Terko. Newly rebuilt correct Zenith carburetor. Smooth running with strong compression. Recently flushed the cooling system and magnafluxed the head. Gas tank flushed several times, but could use a more comprehensive cleaning. Fine interior appears original. Garage kept; ran, drove, and stopped well before it was parked. **Dan or Hope Danielson**. Asking \$12,500 OBO. Contact Dan Danielson at 703-819-7250 or Mike Danielson at 540-550-1900. Clem Clement (clem.clement@cox.net) can answer questions regarding the work required. (11/22)



1939 Ford Deluxe Tudor: Excellent interior, exterior, Columbia Overdrive. This was Club Tech advisor Dan Krehbiel's personal car for the last 10 years. Call **Joe Valentino** for more information. (02/23)



PARTS & ACCESSORIES FOR SALE

Pallet racking, Coates 2020 Tire Changer, Engine Hoist, 59AB and 8 BA heads, stock manifolds torque tubes and more. Contact **Mark Luposello**, 703-399-0999 or drspdracer@gmail.com.



Lots of V-8 parts: Mostly '30s stuff, esp. '35-'36. Locks, gauges, spark plugs, motors, trans, rears, fenders, tools, literature, misc. **Jim Crawford** (EFV-8-CA), 301-752-0955. (02/23)

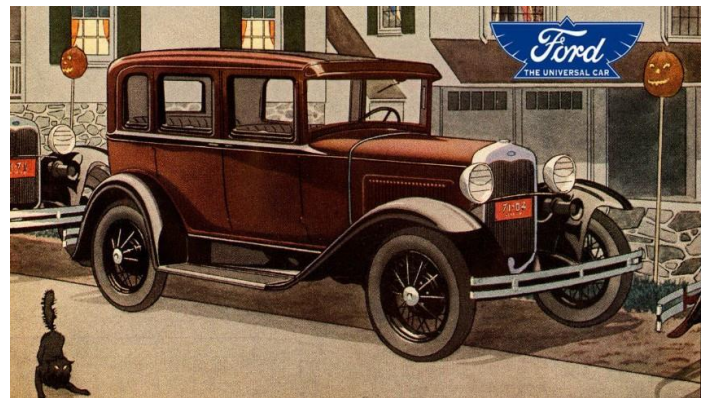


Four beautiful 1950 Ford Crestliner hubcaps: No road rash, dents, or dings. Only need some touch up on the black painted circles and Ford name. Polishing would make them show quality. Perfect for a nice driver car as they are. Your price \$250 plus shipping for all four. **Otey Pemberton**, Henrico; (804) 261-6646 or oteypemberton@gmail.com.



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HAPPY HALLOWEEN!







NVRG 2022 Calendar



October	
10/3 – 10/7	Hershey AACA Eastern Fall Meet
11	Membership Meeting – 7:30 PM. Program: Hershey Review; Presenters: Membership
12	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net .
14	Gardens at Fair Oaks – Retirement community drive and show – details forthcoming.
15	Rockville Antique and Classic Car Show – Details at: www.rockvillemd.gov/carshow
10/18 – 10/20	NVRG Fall Tour – Charlottesville/Staunton area
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.
November	
8	Membership Meeting – 7:30 PM. Program: KRW Tools; Presenters: Ken Burns, Cliff Green, Dave Gunnarson
9	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net .
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.
December	
9	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net .
10	Membership Meeting – Holiday party – see details this issue
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
26	NVRG Board of Directors Meeting – No meeting this month.

Looking Ahead!	
	 December 10 – Annual Christmas party

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	john@ryanweb.com
Monthly Meeting Report	Dave Gunnarson	gunnarson@verizon.net
Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Nick Arrington	nta1153@verizon.net
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NVRG Car of the Month
John Sweet « 1948 Continental Cabriolet



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