


Northern Virginia Regional Group

www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

Volume XLV, No. 1, January 2023

Editors: Nick Arrington & Stephanie Beavers

December 2022 Christmas Party: Because we do stuff!



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Up Front with the President

January 2023



President's Message January 2023

Happy New Year to all NVRG members, both near and far!

I hope everyone had an enjoyable holiday season. I especially hope those members travelling during the holidays had safe and uninterrupted journeys.

Forty NVRGers celebrated the holidays and toasted the new year at our traditional Holiday Party on Saturday December 10th. It was delightful to see so many of our NVRG family in one place with great camaraderie and holiday merrymaking. Read all about it in this issue.

In the midst of our holiday celebrations, however, we also experienced sadness. With much sadness, I mourn the passing of Steve Groves, our dear friend and fellow V-8er. He epitomized the V-8 spirit in his devotion to the hobby and his generosity in assisting fellow V-8ers with their projects. He will be missed. An article by Bill Simons in this issue reflects on Steve's legacy.

A gentle reminder: "dues are due for '23." Renew your membership by sending a check to our membership chair Gay Harrington – refer to the notice in this issue for details. A one-year renewal is \$25 but many members prefer the convenience of renewing for several years at a time. Also, membership in the National Early Ford V-8 Club is required for NVRG membership.

A few copies of our exceptional 2023 calendar are still available. If you want additional copies, they are available at \$17 each, including postage. Please contact Cliff Green.

This month marks the much anticipated return to In-person membership meetings – after nearly 3 years. Since our traditional location, Nottoway House, remains unavailable, we will be meeting at the Green Acres Center in Fairfax City on January 10th – our traditional second Tuesday – at 7:30 PM. Details on the new venue, its location and the meeting program are in this issue. I encourage everyone to attend and participate.

In short, the January program is a member show-and-tell. Every attendee has the chance to show and describe an interesting item, car related or not. I look forward to seeing you **in person** at the meeting.

Best V-8 regards,

John

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)	

Christmas Party 2022

By Nick Arrington

I'm starting to realize that I've been in this club for almost 45 years and have seen the annual Christmas Party held at a Chinese restaurant near Woodson High School – not far from founding member's Mike Galls' former home – as well as at country clubs, members' homes, and now P.J. Skidoos.

I'll never forget the year the party was held at Cliff and Sandra Green's home, with their '40 Woody adorned in Christmas lights. I think that picture made the cover of the V-8 Times national magazine. The party serves as a nice recap of the year's activities and events of what I think is the best car club around – our NVRG Regional Group 96! This year's party was another great event and, thanks again to Joe Freund for all his hard work.



Emcee Bill Simons

I remember one year at P. J. Skidoos I sat across from a member who lived in an adjoining state and who belonged to 2 local Regional EFV-8 clubs. When I asked him why he belonged to our club he said, "Because this club does stuff!" This club "does do stuff" and you could see it again this Christmas as younger members picked up older members who are

no longer comfortable driving at night and brought them to our party. Other members delivered the Christmas meal to those who could not get out. I, as have many of you, answered the call when a member needs help installing an engine or needs a helping hand with something.

In closing – if you are working on your New Year's resolution list, please keep in mind to stay involved with the club through volunteering for a committee, contributing to the *Valve Clatter*, recruiting a new member, or signing up a vendor to advertise in our newsletter. Keep up the good work and let's make 2023 be a great year for our members and their fabulous flathead Fords.





IN MEMORIAM

In Memory of Steve Groves, who passed away December 9, 2022

By Bill Simons

Sadly, Steve lost his long battle with cancer in mid-December and our club lost a dedicated member and good friend to all of us who knew him. Steve was born on January 1, 1943, and liked to say that he was *not* the first born on that New Year's Day.

Steve grew up in NW DC and graduated from Western High School in 1961 before being drafted into the US Army. In the Army, Steve was assigned to the Old Guard at Arlington National Cemetery, where he officiated at funerals and, as he said, he became an expert in folding flags. As a young boy and through his teenage years, Steve was always curious as to how many household items worked; so he was always taking apart radios, toasters, and the like, that didn't work, and then reassembling them in working condition. This talent was transferred to automobile mechanics when Steve was in high school and quickly moved into engine rebuilding and car racing. He also had a talent for making special purpose tools that would make his mechanical work easier. Steve was employed many years by Boeing Corporation and was classified as a commercial plumber, but they soon discovered that Steve had other talents. When Boeing engineers decided they needed a part they would ask Steve to fabricate one from scratch and then the architects would use his model to create the specifications for production.

As many of us in our club knew, Steve was an expert on 1949–1951 "Shoebox" Fords, and many club members benefited from his knowledge and generosity. I will always be grateful to Steve for building the overdrive transmission in my '49 Woodie as I drive down the interstate at 65MPH!

RIP Steve.



NEW MEMBER WELCOME

December brought the gift of another new member-family to our NVRG. Joe and Kim Scott live in Alexandria, VA, and are the owners of a 1936 Ford Phaeton. Joe met Bill Simons, and they shared stories about their 1930s Early Ford V-8s (Bill has a 1934 Tudor). On behalf of our NVRG family, here's a big "New Year's" welcome to the Scotts!

THIS MIGHT BE OF INTEREST...

Adjusting Early Ford (39-42) Hydraulic Brakes

From Zack Parks You Tube Presentation. Watch at <https://youtu.be/WxEwinbfA2g>

Below, you can see the eccentric and cam adjustments highlighted. The tops and the bottoms are all adjusted individually, and will need to be adjusted the same from one wheel to another, otherwise the car will pull to one side during hard braking.



Jack the car up and sit it on jack stands and be able to spin the wheel without it touching the ground. Go ahead and "reset" each adjustment so you know how much the pads are touching. What you want to do is loosen the lower lock nuts on the eccentric anchor pins shown in the picture below.



Then in you can adjust the eccentric so the brake shoe no longer touches the drum, you'll need to spin the wheel when adjusting, this way you'll be able to feel when the shoe stops producing drag on the drum. Repeat this so the front and rear shoe bottoms are no longer touching the drum.



Repeat this process for the upper cam adjusters as well.

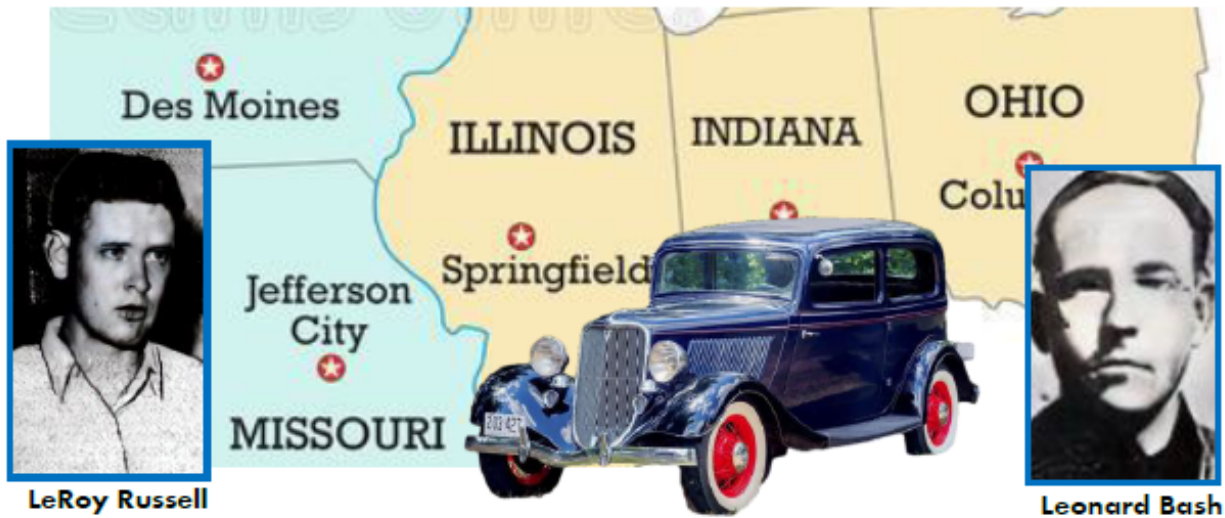


Now that none of the shoes are contacting the drum, adjust one at a time and feel just how much each adjustment is making a change. Start with the lower anchor pins. While spinning the wheel use your special wrench, as shown below to move the eccentric lobe and push the shoe so it slightly starts to drag on the drum. It should not be hard to spin the wheel. After you get the slight drag then tighten down the lock nut making sure the anchor pin does not move when tightening the nut. Repeat on the opposing shoe.



Do the same thing to both adjusting cams one at a time, keep spinning the wheel until you can feel slight drag on the drum. The adjusting cam has built in springs that keep them from spinning during operation. Adjust the other three brakes. Take a test drive. Hit the brakes hard and see if the car pulls one way or another, if so readjust.





LeRoy Russell

Leonard Bash

Bandits LeRoy Russell and Len Bash copy Dillinger in Mogadore Ohio Bank Robbery Flee in Ford V-8.

by John Emmering

Parking their Duncan Blue 1933 Ford V-8 bearing Illinois license plates along the curb adjacent to the Mogadore Savings Bank just past noon on Wednesday April 25th, 1934, two men cautiously crept toward the entrance of the bank on Cleveland Avenue. The younger man wore a sharp brown suit and the elder wore a blue suit. The men drew handguns from their waistbands as they passed through the bank's entry doors. Bank teller William Viall, who was in the process of cashing a check for Fred Minder, a customer, looked up from his teller cage in shock when he noticed the two men pointing handguns in his direction. The robbers also got the attention of Eugene Adolph, the bank's assistant treasurer who was also behind the bank counter. Adolph was filled with terror when the robber clad in blue forced open the door to the teller cages and faced him gun in hand.

The three occupants of the bank were ordered onto the floor as the robber who had gone behind the counter began to gather up cash and coins from Bill Viall's teller drawer. Disappointed with his take the robber demanded to know when the timed lock would open the bank's main vault. When Adolph told him it would be several hours, the robber in the blue suit accused him of lying. Just then Charlie Abbot, a senior at Mogadore High School walked into the bank to cash a \$5.00 check. The robber in the brown suit who was guarding the door ordered the teen onto the floor also, instructing him to keep his hands in the air.

Giving up on the idea of raiding the vault, the robber behind the counter ordered Adolph to unlock the two additional teller drawers and quickly emptied them of cash. Peering into a back room of the bank the robber in the blue suit noticed a small arsenal composed of a shot gun and several pistols which he collected up along with his loot. The pair of bank employees and two customers were then ordered out of the bank onto the street where they were told to hop onto the running boards of the Ford V-8 getaway car to prevent the possibility of police shooting at them as they left town. The Ford took off north on Gilchrist Road reaching 60 miles per hour as the hostages hung on for dear life during a terrifying mile and a half ride. The hostages were released by the robbers outside of town. Eugene Adolph recalled the elder robber told them, "If you identify us, you will be killed".

Relieved at their freedom, the four former hostages began to walk back into town until a cooperative motorist passed by and gave them a lift back to Mogadore, where a crowd greeted them. Bank President S.S. Carper and cashier Paul Shanafelt had returned to the bank after attending a booster club luncheon to find it empty and unlocked. They alerted Portage County Sheriff LeRoy Jones, who then responded with his deputies. The Sheriff interviewed the victims of the offense and placed an all-points radio bulletin out on the Ford V-8 bearing Illinois license plates 181193 and its two male occupants.

The initial investigation revealed that the robbers had made off with \$3,036 in cash \$400 in silver coins and \$250 in money orders totaling a take of \$3,686. The sheriff initially suspected the robbery was connected to Dillinger and his gang, since Dillinger frequented Illinois. However the former hostages did not believe the robbers resembled any of the mug shots of John Dillinger or his known associates.

Having dropped their hostages just north of Mogadore the robbers continued 12 miles north in their Ford V-8 to the cabin they had rented at the vacation community of Brady Lake. Far from members of John Dillinger's gang the elder robber wearing the blue suit in actuality was Leonard Bash, age 35 of Akron, Ohio. He was accompanied by a younger man named LeRoy Russell in the brown suit. Russell, from Quincy, Illinois was going by the alias of Milton "Buck" Chestnut. Bash had done time in the Ohio State Penitentiary for receiving almost 100 stolen silver fox pelts and then selling the goods to a furrier. With his conviction and imprisonment his wife Velma divorced him and moved with their children across the country to Missouri.

After his release from the penitentiary Bash worked at the Akron Goodyear Tire factory and augmented his income by bootlegging whisky and continuing to act as a fence for stolen property. Bash graduated to bank robbery with his involvement in the robbery of the Linden branch of the Ohio National Bank in Columbus on February 14, 1934, which netted \$6,000. Russell had been married to the daughter of a successful businessman in Marceline, Missouri but his penchant for law breaking created discord leading to a divorce. The two men had crossed paths and formed a criminal partnership.

Inside their cabin the pair monitored police radio traffic on a portable shortwave radio listening for details of the police manhunt for them. Switching license plates on the Ford V-8 Bash and Russell left Brady Lake early the next morning heading for Russell's hometown of Quincy, Illinois for a short stay. At some point they stopped and traded in Bash's blue 1933 Ford for another car and continued to Marceline, Missouri before reaching their destination of Bennett Springs where they rented a cabin at the state park.

Settling into their Bennett Springs cabin the pair enjoyed their mutual love of fishing and being in the outdoors. Bash, who seemed to go through cars quickly drove to a Ford dealership in Springfield, Missouri and traded his recently purchased car in for



Three of the victims of the April 25th Robbery pose in front of the Mogadore Savings Bank.

a new 1934 Ford V-8 in a lighter color than the blue Ford used in the robbery. Back in Bennett Springs some of the locals and fellow campers began to talk about how strange it was that the young man known as Buck Chestnut was so free with his money. He had purchased case lots of liquor and gave it away to his fellow fishermen and was known for buying rounds of drinks at the local bar and picking up the tab for meals for down and out residents of Bennett Springs.

A concerned citizen spoke to Trooper Stanley Oliver of the Missouri Highway Patrol about this situation and offered the officer the license plate number of Bash's new Ford V-8. Unable to trace the newly issued license plate any further than the dealership where the car was sold, Trooper Oliver and his partner V.O. Dosing traveled to the Springfield Missouri Ford dealership where the car was purchased to question the salesman. As the officers conducted their interview fate had it that Bash pulled the car into a service bay as he had an appointment to have a radio installed in the new Ford. As they detained Bash for questioning, the Troopers noticed several firearms in the backseat of his Ford. These included three automatic pistols, a shotgun, and a high-powered rifle. A large amount of ammunition, a ten-pound box of roofing nails, presumably to throw into the path of pursuing police cars and \$900 in cash were also found.

Bash did his best to convince the officers that he was a gun salesman named Earl Lee Derrickson to no avail and he was detained for investigation by the Troopers. After establishing his true identity and Ohio address from documents found in Bash's Ford V-8, the Troopers contacted the authorities in Akron, Ohio, Bash's hometown. The troopers supplied the serial numbers of the guns found in Bash's car to the Akron Police and sure enough the shotgun and two of the pistols bore the same serial numbers of the weapons taken in the robbery of the Mogadore Savings Bank. Bash was formally arrested and held for Portage County Ohio officials.

A sense of panic came over LeRoy Russell later on the day of Bash's arrest when he observed two members of the Missouri Highway Patrol cruising around the Bennet Springs camping area in their effort to locate him. Russell ran to his cabin and quickly packed a bag disappearing into the woods. Finding a ride into nearby Lebanon, Missouri he wandered into the Ford dealership there and plopped down around \$600 in cash stating that he wanted to purchase a new 1934 Ford V-8. The surprised salesman found a suitable new Ford Sedan on the lot and a deal was made.

It wasn't long after Russell had departed until the salesman got a visit from the Missouri Highway Patrol. He was able to give them a detailed description of Russell who had used the name "Milton Chestnut" and the car he was now driving.

Hitting the highway in his brand-new Ford V-8 Russell headed 200 miles north, stopping at Browning, Missouri where he had hunted in the past and had a few acquaintances. The fugitive struck up a romance with a local girl and the two were seen leaving town on Monday, May 14th in Russell's new Ford. One of Russell's acquaintances notified Linn County Sheriff Carl Brown that Russell had been seen in Browning and had taken off with the local girl. The sheriff took interest in the situation as statewide alerts were out for Russell's arrest.

When Sheriff Brown was informed on Friday May 18th that the young lady had returned home, having gotten off a west bound bus, he drove out to Browning to talk to her. The girl refused to give the identity of her companion or any details on where she had been, simply stating that she had purchased a bus ticket for \$1.85 to come home. Checking with the bus company the sheriff was told that \$1.85 could only be the fare from Palmyra, Missouri. He suspected that LeRoy Russell would be there.

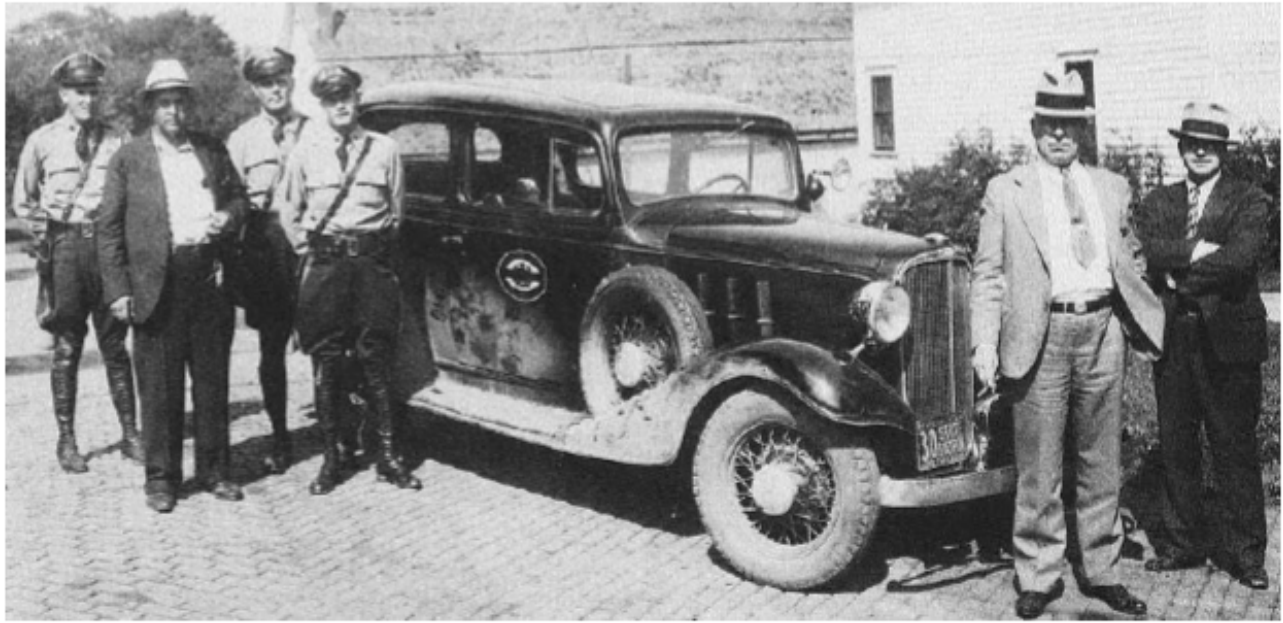
Confronting the young lady with the truth he convinced her to accompany himself and his son, Deputy Max Brown to Palmyra to look for the fugitive LeRoy Russell. Upon arrival in the area, they cruised Route 61 between Hannibal and Palmyra looking for any sign of Russell. As luck would have it the young lady spotted him wearing overalls sitting in front of a gas station adjacent to the tourist cabins where was staying.



Bank Teller William Viall shows one of the cash drawers from which the bandits scooped money.



Victims of the Mogadore Bank Robbery illustrate how the bank bandits made them sit on the floor.



Members of the Missouri Highway Patrol as well as County Sheriffs were instrumental in the capture of bank robbers Leonard Bash and LeRoy Russell

Deputy Brown then drove to the office of Marion County Sheriff Arch Leonard in Palmyra where they dropped the young lady off. Returning to the gas station with Sheriff Leonard along with them, Deputy Brown pulled up next to Russell and Sheriff Carl Brown jumped out of the passenger seat of the car pointing a sawed-off shot gun at Russell, who immediately surrendered. Russell's Ford V-8 which now bore the same Illinois license plates #181193 that were used during the Mogadore bank robbery was located, searched, and towed to the sheriff's office.

Bash was already sitting in the Portage County Jail in Ravenna, Ohio, having been extradited from Missouri and awaiting trial. Bash did not help his standing with Portage County officials by taking a trustee hostage in the jail and attempting an escape, which was unsuccessful. Russell saw his chance to earn a lighter sentence by turning state's evidence against Bash and freely confessed to the bank robbery and waived extradition to Ohio. Russell testified for the State in a six-hour trial on Monday, May 21st. After deliberating for 45 minutes the jury found both Russell and Bash guilty of robbery and kidnapping. The judge sentenced Bash to life imprisonment and gave Russell a sentence of 25 years. Bash's February 14th robbery of the Ohio National bank in Columbus came back to haunt him when he was identified in June 1934 as one of the robbers and charged with that offense.

Both Russell and Bash headed off to the Ohio State Penitentiary. LeRoy Russell, seen as less culpable by the court won parole after only ten years, gaining release in 1944. He dropped into obscurity, most likely continuing his love of hunting and fishing.

Leonard Bash became a model prisoner, earning placement in the honor dormitory at the Ohio State Prison. He passed the time in prison writing fictional crime stories, many about criminals who had reformed and sold them to detective magazines. The prison assigned him to work on the London Ohio Prison Farm in 1949 and he won parole after twenty years of confinement in 1954. Returning to Missouri he opened a dog kennel and died in 1984 at the age of 86. Bash had paid with two years of confinement for each of those ten days of excitement, from April 25- until his May 6th capture, when he robbed the Mogadore Saving Bank and rushed to Missouri in his Ford V-8. He surely must have learned the futility of a life of crime.



Surviving heavy seas in a hurricane

While USS TURNER was plane guarding a CVA in 1968, we were caught in a Mediterranean Hurricane. Out duty was to follow the CVA wherever we were led. The seas were becoming very high, even on this course the CVA had chosen. But now we were nearing land ahead, and the Commanding Officer of the CVA rightly decided that we must reverse course. I passed the word to all hands that we were about to suffer a very heavy roll and told them to hold on to a sturdy support until we came upright again. I used left full rudder, starboard engine ahead flank, port engine back full to turn quickly through the huge wave trough where the rolling is at its worst.. I watched the inclinometer in the pilothouse as we rolled 65 degrees to starboard and then started to come back up. It is said that a destroyer can roll almost 90 degrees and recover as long as no water comes down the stacks. We came close to testing that theory. Thankfully now on a reverse course the rolling moderated. That had been a close call!

CAPTAIN Donald E Pauly USN Retired

OUT AND ABOUT

December Double Header

By Nick Arrington

On December 29, 2022, longtime childhood friend and club member Bob Sturm and I headed to PA to visit the AACA Museum in Hershey and then another 50 miles to the Classic Auto Mall in Morgantown, PA. I've never seen the museum decorated for Christmas and it didn't disappoint us, with a variety of decorated trees – many with model train displays underneath them. Clem would have approved. I especially liked the hubcap tree. I'm a big fan of Atlantic Oil & Gas collectibles and the mockup Atlantic station was all dolled up for the holidays with a rare dealer "Happy Holidays" poster, which probably dated back to the late '40s, hanging on the building. The present museum exhibit features race cars and hi-po rides with some very interesting vehicles, such as a factory '57 Vette race car sold new in Baltimore, MD, along with a variety of restored and vintage sprint, midget, and drag racers on display. The Carmack collection of Tuckers and all items related to Tucker always has some new items to see. It's hard to believe that the whole collection was in our own backyard for years – tucked away in an old building in Old Town Alexandria and open by invitation only.



We headed downstairs and took in the bus display which really made Bob smile, as his dad drove buses in Arlington, VA. Bob recognized some of the fare equipment, as he used to ride along with his father on his route with a birdseye view of the operations. We then left for lunch at the Hershey Diner – not far from the Giant Center and before the turnpike. They had killer chicken corn soup. Again – Clem would have approved. From there we headed 50 miles down the turnpike to the Classic Auto Mall. Most of you know this is a former full blown shopping mall which is now full of cars. The receptionist told us a total of 900 cars are on consignment or display. In some parts of the mall, the cars were parked 5 abreast side by side as far as the eye could see. We spent several hours there but could easily have spent the whole day. What follows is a list of some early V-8s we saw and noted were for sale. Enjoy the photos!

- '34 Deluxe Roadster – older AACA Senior car – \$126,900
- '36 4-Dr. Humpback Sedan – \$29,900
- '40 2-Dr. Sedan – \$23,500
- '41 Super Deluxe Convertible – \$36,900
- '41 Lincoln Continental Convertible – \$40,500
- '50 convertible – AACA Senior – \$52,900
- '40 Ford Coupe Hot Rod – flathead power and Lincoln gears – \$34,500
- '40 Pickup – \$48,500

I recognized several of the vehicles still on the floor from when I passed through the mall about 6 months ago. In my opinion, I saw a lot of Number 2 and 3 cars with asking prices of a Number 1 condition. One must remember the mantra of the used car dealer: “You can always come down but you can’t go up.”

I did see other makes and models which I felt were more competitively priced and 6 cars marked “sold.” They truly have something for everyone. Even a Bat Mobile car from one of the recent series. We left at 8:00 AM and got back at 7:00 PM. Not a bad way to spend a day. Happy New Year to all.



'34 Roadster – asking \$126K



'35 Chevy Aussie Ute – Museum display – not for sale



'35 Tudor – asking \$31.5K



'36 4-door Humpback – asking \$29.9K



'41 Deluxe Convertible – asking \$36.9K



'40 2-door Sedan – asking \$23.5K



'41 Super Deluxe Convertible – asking \$46.9K



'40 Pickup – asking \$48.5K



'52 Customline with auto – asking \$32.5K



'57 Chevrolet Factory 'Vette Race Car



Atlantic Station



Assorted Sprint and Midget Racers



Atlantic Seasons Greetings poster



Hubcap Christmas Tree

ROAD CHATTER

Early Ford V-8 Club - Northern Illinois Regional Group #8
 P.O. Box 803
 Arlington Heights, IL 60006-0803
www.nirgv8.org
 Volume 56 Issue 12 December 2022



TECH CORNER



Below is a summary of the tech talk given by Este Scheve at our November meeting

Proper Finishing of Early Ford V-8 Fasteners

When a car is being judged, one of the things judges should look for is if the fasteners are correct for the application. Each Ford part number for fasteners ends with a suffix of S and a number. The sheet handed out shows the different codes for the finishes. I won't go over all of them, but I will go over the most common and try to explain the differences.

S-2 is Raven black which is modern black oxide and a very common finish used in early V-8's. It is not a paint. It is a process done by a plater. It colors the metal, but does not add material to the fastener like a chrome plating would do. On line, there are a number of ways to give your fasteners the look of black oxide and I'm not endorsing any one of them!

- One idea is to coat your fasteners with gun bluing and then wax.
- Another is to heat your fasteners with a torch until almost red hot, and then put the fasteners in used motor oil. Do not do this with critical fasteners as they lose strength with this method.
- Another idea is to put your fasteners and used motor oil in one of those throw away aluminum pans and put the pan on your gas bbq grill at 350 degrees, occasionally turning the fasteners until they are dark colored. If used diesel oil is available, that will work better. Don't use new oil.
- Last is a kit sold by Eastwood. Put your fasteners in a tank for 5 minutes, then sealer, and done.

S-3 is Black Japan or Japan Black. It is a lacquer or varnish that has a resin base. Consisting of mostly an asphaltic base dissolved in naphtha – a flammable liquid hydrocarbon mixture – or turpentine, which is a flammable fluid obtained by the distillation of resin from pine and other live trees, amongst other varnish ingredients such as linseed oil. The lacquer is applied directly to parts of metal and then baked for up to an hour. Ford used this exclusively for Model T's because it dried in 48 hours as opposed to colors which could take as long as 2 weeks to dry. As paint was developed, this was used only for certain applications and fasteners. It has a matte or semi gloss finish, is somewhat rust proof and is very durable.

I found a source for a recipe for Japan Black. This method is used for both metal and wood. Mix one part Mahogany varnish stain and two parts Walnut varnish stain. Coat and dry to get depth of color wanted. Or, use roofing tar (it is asphaltum), let the volatiles evaporate, then mix it up with gloss marine spar varnish. Put it on wood or metal and it is durable. Prepare the surfaces first with alcohol to remove grease and oil, etc. Surface prep is important. You can cure it at 220° F for about a 1/2 hour in oven, but not in your house as the fumes can kill. If you air dry it will take 8 to 24 hours to dry and will get harder with time. Gives the black brown color of old days and you can re-coat to get the desired color depth.

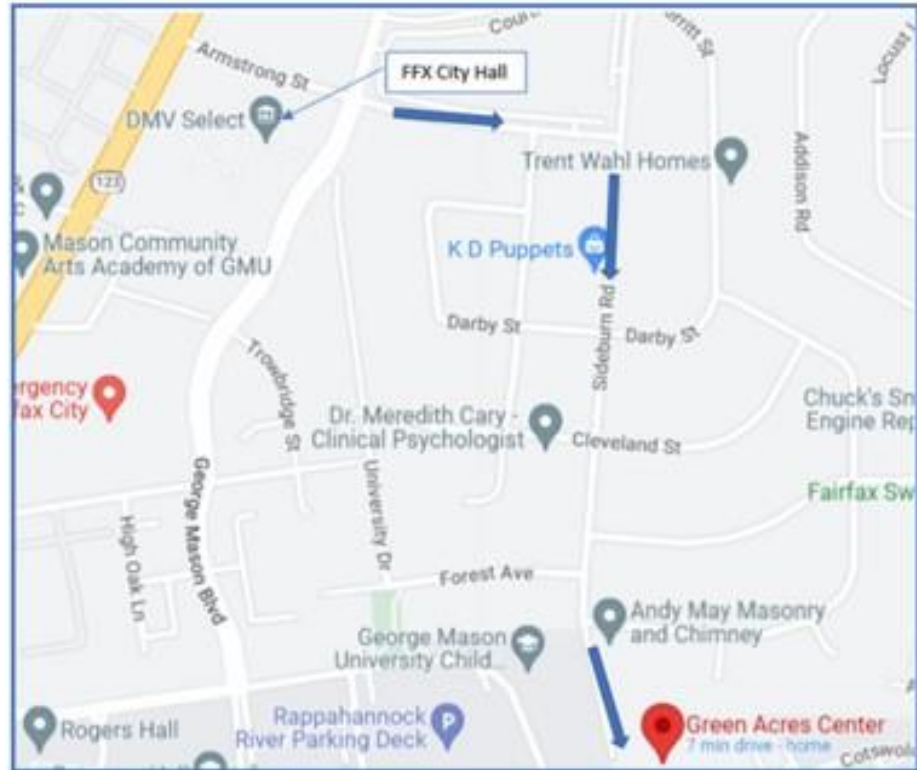
Next is S-7, cadmium. It looks like brushed silver, not shiny. It also can be somewhat yellow which is also called yellow zinc. Eastwood sells a spray that mimics the look of cad plating.

The last that I will talk about is S-15, Oxidized. These are interior wood screws used for trim. They appear to be brass that has oxidized, to blend into the interior and not stand out. There are a number of paints that will mimic that color, but paint adds material to the screw, so that wouldn't work. I have found no work-around for that. Oxidized fasteners can be purchased from Third Gen Automotive in Tennessee.

NVRG Monthly Meeting Information

Meetings will begin @ 7:30 PM (doors open at 7:00 PM) at:
Fairfax City's Green Acres Senior Center
4401 Sideburn Road, Fairfax, VA 22030

Directions: Many of you are familiar with the location of Fairfax City Hall on Armstrong Street, the venue for our car show. From City Hall continue on Armstrong Street across George Mason Blvd to the end. Turn right on Sideburn Road. Sideburn Road will dead end shortly after you pass Beaumont Street. The building is on the left and the entrance to the center is at the building's midpoint.



Parking: Parking spaces are limited and you must park in the spaces shown on the parking map. Do NOT park on Beaumont Street or other streets nearby. The Green Acres property abuts George Mason University. The local streets require a residential parking permit to keep GMU students from parking there.





Attention all NVRG members,

As you may already know, NVRG in-person membership meetings are back! With no in-person meeting since March 2020, and with 23 Zoom membership meetings in the interim, we will finally be able to once again gather in person, beginning with our January 2023 meeting. Also new is the location where our meetings will be held. A printable map and directions are included in this issue of the *Valve Clatter* (see previous page). Please note the parking instructions.

Our monthly meetings will begin @ 7:30 PM (doors open at 7:00 PM) and will be held at:

Fairfax City's Green Acres Senior Center
4401 Sideburn Road, Fairfax, VA 22030

The topic for January's membership meeting is a **Member Show-and-Tell**. Every person will get the chance to show off an interesting, unusual, fun, or just a personal favorite object. It doesn't have to be Ford related or even about cars – just something you think might be of interest to others or something that brings you joy. If you have multiple items, please bring them. The purpose is to share and have fun. If you would rather share something with a picture, just email it to me at least a few days before the meeting. (I will bring the projector and screen to the meeting.) There is already one item which will be described using pictures, as the item is too big to bring to the meeting.

Gay Harrington kindly volunteered to bring refreshments. Thanks, Gay!

2023 ANNUAL NVRG MEMBERSHIP DUES COLLECTION CONTINUES THROUGH 1-31-2023

by Gay Harrington

YES, WE WILL BE MEETING IN PERSON AGAIN IN FAIRFAX STARTING ON THE SECOND TUESDAY OF JANUARY 2023. THE MEETING WILL BE HELD IN ROOM 114 OF GREEN ACRES AT 4401 SIDEBURN ROAD, FAIRFAX, VA.

THANK YOU to the dozens of members who already paid their dues for 2023. If you haven't had a chance to renew your membership yet, *there's still time!* Please take a moment to renew, as we don't want to lose anyone as a member.

Here's how to join or renew memberships:

Annual dues for the Northern Virginia Regional Group (NVRG) are **\$25.00**. Please make checks payable to Northern Virginia Regional Group (NVRG) and mail to:

Northern Virginia Regional Group (NVRG)
c/o Membership
P.O. Box 1195
Vienna, VA 22183

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

Status change? New address or phone, a vehicle to add or delete? Please contact me, Gay Harrington, so our membership rolls are up-to-date.

THANKS ONE AND ALL FOR YOUR CONTINUED INTEREST IN AND SUPPORT OF OUR NVRG. Let's get ourselves set for a very good New Year together!





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

1951 Mercury 2-door sedan (loc. CA): Original V-8 engine, mileage unknown. Automatic transmission, good tires. Very good original style upholstery. Paint is very good with some minor chips. Original color, nice chrome, body very solid, no rust. \$26,000 OBO. Contact **Mike Sanders** (selling the car for a friend). 559-916-1934, phone call or text. (06/23)



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

Four slightly used black wall, all weather, radial tires, size 205/75 R 15. Perfect fit for a shoebox Ford. Production date: 31/21. Less than 600 miles on them. I recently traded them for white walls. Half price at \$100 each. Bill Simons 202-734-2211 bsimons@rustinsurance.com



Thermoid Model TM Brake Shoe Relining Machine; Coates 2020 Tire Changer; stock manifolds torque tubes and more. Contact **Mark Luposello**, 703-399-0999 or drspdracer@gmail.com. (06/23)



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. (05/23)



PARTS & ACCESSORIES WANTED

Pair of high and low Ford 1937 horns. Please contact club member Jim Eberly at 301-876-3315. (05/23)



NVRG 2023 Events Calendar



January	
10	Membership Meeting – 7:30 PM. Program: Show and Tell; Presenter: Membership. **Meeting to be held in person at Green Acres Center in Fairfax** See page 23 for directions.
11	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
31	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
February	
8	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
14	Membership Meeting – 7:30 PM. Program: Movie Night – Ford v. Ferrari; Presenter: NVRG.
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
28	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
March	
8	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
14	Membership Meeting – 7:30 PM. Program: Computer Safety; Presenter: Milford Sprecher
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
31	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Looking Ahead!



January 10 – Return to in-person monthly membership meetings

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
Want Ads	Nick Arrington	nta1153@verizon.net
Membership and Dues Report	Gay Harrington	hahsuj@gmail.com
Restoration Reports	Ken Burns	helenandken@verizon.net
Tech Articles	Cliff Green	dcliftongreen@gmail.com



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McLean 1387 Chain Bridge Rd McLean, VA 22101 703-356-7730	Merrifield 2733 Merrilee Drive Merrifield, VA 22031 703-646-8270	

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NVRG Car of the Month
Colin Phong « 1949 Ford 4-door Sedan



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