



[www.nvrg.org](http://www.nvrg.org)

# Value Clatter

*Early Ford V-8 Club of America*



*Northern Virginia Regional Group #96  
Chartered December 11, 1977*

Volume XLV, No. 3, March 2023

Editors: Nick Arrington & Stephanie Beavers

**LOOKING AHEAD!  
NVRG – CITY OF FAIRFAX CAR SHOW  
COMING IN MAY!**



city of fairfax car show

We co-sponsor an annual car show with the City of Fairfax that draws over 100 beautiful vehicles.

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# Up Front with the President

## March 2023



### President's Message March 2023

After the cancellation of our February membership meeting, we are back on track for March and beyond for our monthly membership meetings. As in pre-COVID times, the meetings are held on the 2<sup>nd</sup> Tuesday, unless conflicts arise. The venue for our March and April meetings is the Green Acres Center Senior Center, 4401 Sideburn Road, Fairfax, VA 22030.

The recent spate of warmer weather is a harbinger of our V-8 Touring season. March is a great time for getting those V-8s out of mothballs and ready for the road. For motivation, check out the calendar in this issue. First, there are three NVRG touring events scheduled for April, including a garage tour, retirement home tour, and our annual Poker Run. Second, our celebrated Fairfax Car Show in May is back on after a too-long COVID hiatus and last year's wet weather. This year will mark the 25<sup>th</sup> anniversary of this traditional event, providing additional incentive to participate. Thanks to Hank Dubois, Nick Arrington, and Dave Westrate for organizing these events and getting our touring season off to a great start.

The program for the March 8<sup>th</sup> membership meeting is entitled *How To Use Your Computer Safely*. Milford Sprecher will provide a tutorial on computer security which will be useful for all members. See the notice in this issue for more detail. I look forward to seeing you there.

I look forward to seeing you there

Best V-8 regards,

*John*

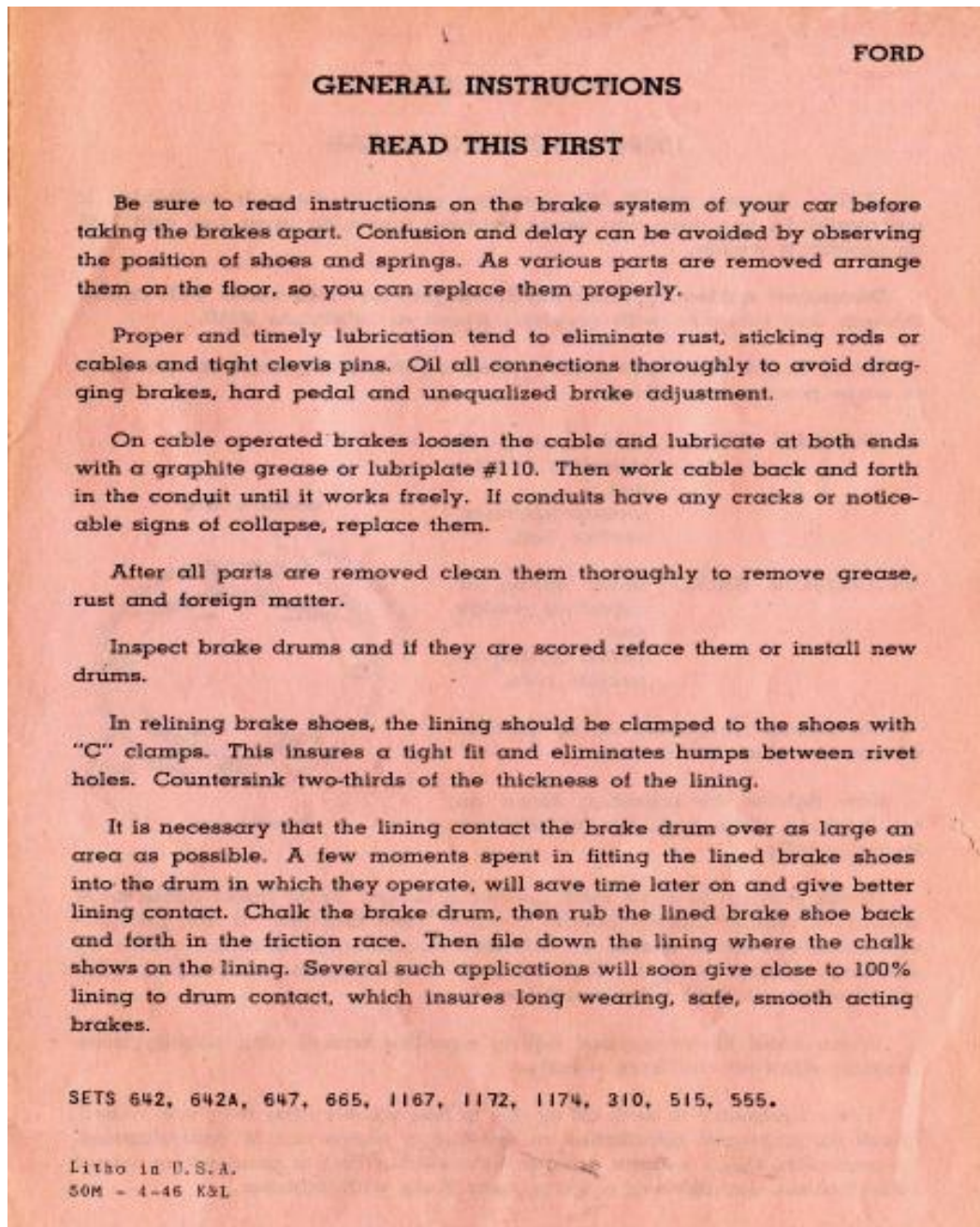
### Don't forget!

**What?** March Membership Meeting  
**When?** Tuesday, March 14, doors open 7 PM  
**Where?** Fairfax City's Green Acres Senior Center

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

The Ford brake adjustment instructions found on the next 3 pages is way too good to pass up for readers of the Valve Clatter. I'm actually printing it off and keeping it in my own garage.

*Submitted by Nick Arrington*



## FORD BRAKES

### 1938-37 PASSENGER CAR

**NOTE:** Always install .050" oversize rollers in shoes if available. If not available, use deep cup shims between operating lever cup and ball on operating wedge.

Disconnect cables by removing clevis pins at cross shaft. Pull cables through and lubricate with graphite grease or lubriplate #110.

Install brake shoes and drums, being careful that springs are put back in same position, as follows:

**PRIMARY SHOE:** Red spring at adjusting wedge end.  
Orange spring at anchor bolt.

**SECONDARY SHOE:** Black spring at adjusting wedge end.  
Green spring at anchor bolt.

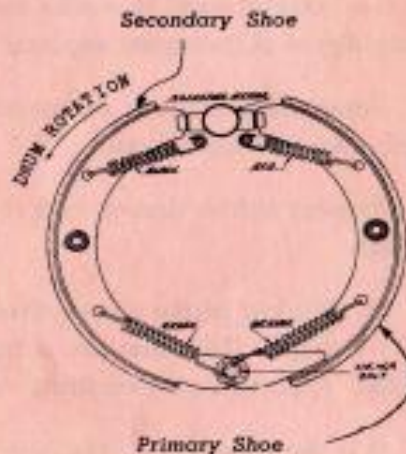
Car should be jacked up so all four wheels are clear of the floor.

Now tighten the adjusting screw on the backing plate until the wheels are locked solidly.

Check position to cross shaft operating levers. Front brake cable lever should be resting against bottom of cross shaft brackets. If not, pedal-to-cross-shaft-rod-clevis should be adjusted accordingly. Connect cables by exerting approximately a 25-pound pull when inserting clevis pins back off adjusters until all wheels roll free.

When hand brake applied lightly equalize brakes with slightly more braking effort on two front wheels.

If it is necessary to back off too far to free wheels after they are locked, check for improper installation at springs or shoes out of centralization. To centralize shoes without gauges, turn anchor bolt to point where wheel rolls free-est, maintaining a fairly near drag with adjuster.



## FORD BRAKES

1936-28

Be sure all parts are lubricated. Grease the front wheel bearings with a fibre grease.

Disconnect brake rods, at wheel end, on each wheel.

Install brake shoe and brake springs. Where a combination set is used, the Woven lining is installed on the forward acting shoe and Molded lining on the reverse acting shoe in each wheel.

Back off adjusting screw (A) to permit drum to go on over shoes. Take up on front wheels until bearings fit snugly and not back off 1 to 2 castellations and key.

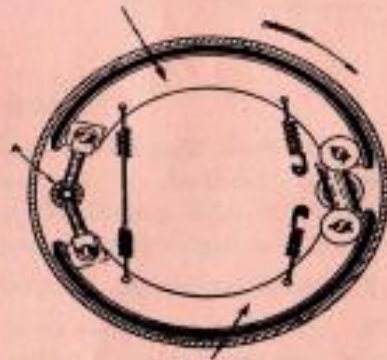
Screw in adjusting screw (A) until brake drags. Then back off three or four notches. Wheels should turn without a drag.

Then check cross shaft and pedal rod to be sure they are against stops. Adjust rods to take up any play or lost motion and reconnect. If king pins and bushings are loose, adjust front rods with wheels on floor or preferably rebush the car.

Test brakes. If any wheel locks, back off adjusting screw (A) until all wheels are equal.

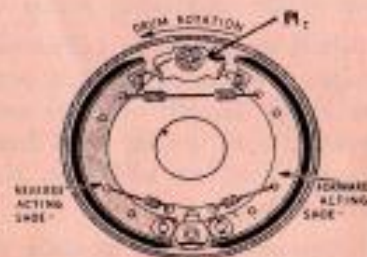
NOTE: On 1934-33-32 V-8 Models, chatter is often caused by shoes not being properly centralized. Centralize shoes by using roller pins with .010" oversize heads or bend up ledges on which head of roller pin rests. A few 1934 models have cast iron ledges which cannot be bent. The brake shoe rollers should be placed with the cotter pin away from the backing plate.

Reverse Acting Shoe



Forward Acting Shoe

FORD BRAKE—Right Rear



FORD BRAKE—Left Front



Two articles submitted by Nick Arrington, appearing in the Queensland Early Ford V-8 Club March newsletter. The first article appears below and tells the tale of how electric vehicles entered the scene in the early days of automobiles. The second article appears on page 8 and highlights the importance of Ford in connection with the surf culture.

## **ARE MODERN EV”s A GREAT LEAP BACKWARDS?**

**Roy Hughes, Submissions Secretary, NZ FoMC.**

*Roy has kindly agreed to us reprinting his article which was published in the New Zealand Federation of Motoring Club’s January magazine.*

While it is now almost forgotten, the most pressing transport pollution problem afflicting humankind in the 19<sup>th</sup> century, was not the unseen CO<sub>2</sub> of today’s world, but the rising layers of solid and odorous horse emissions, plus their expired carcasses filling the streets of rapidly growing industrial towns and cities.

So, by century’s end, the fast-developing phenomenon of motorized travel was attracting wide public support as a means of cleaning up the polluted streets and making cities liveable again. Not one, but three methods of propelling vehicles were evolving to replace horses-steam, electricity and the internal combustion, petrol powered engine.

What was probably the first electric vehicle with its own power source to transport people, was tested in Paris by French inventor, Gustave Trouve` in 1881. After improving the efficiency of a small electric motor developed by Siemens and hooking it up to the recently developed rechargeable accumulators, he fitted it to a tricycle built by English cycle manufacturer, James Starley, founder of the firm which became the Rover Car Company.

Although the test was successful, unable to patent his electric trike, Trouve` adapted his battery-powered motor to propel a 5-metre prototype boat, confusingly called Le Telephone, which reached a speed of 3.6km/h going upstream and 9.0km/h downstream. As he made the little electric engine portable and removeable from the boat, he also effectively invented the outboard motor.

In the United States, the first practical electric vehicle was built in September 1890 in Des Moines, Iowa, and within ten years, 38 percent of American automobiles were electrically powered, far surpassing the modest 22 percent of petrol powered vehicles, and nearly catching the 40 percent powered by steam. By 1900, an electric car had won the world’s first hill climb and held the world record for a “flying kilometre”. The first road fatality caused by an automobile is said to have occurred when an electric car ran over a pedestrian, and it was an electric ambulance which transported the mortally wounded President William McKinley to an emergency hospital in 1901.

*Continued next page.*

A forgotten early "Elon Musk" of the 20<sup>th</sup> Century, commercial chemist Oliver Parker Fritchle, moved into electric vehicle repair after pioneering a method of refining tungsten. He realised any future for electric motive power would depend on upgrading the performance of rechargeable batteries. His experiments resulted in a twenty-eight-cell, 400-600 lb battery pack that powered an eight hp motor. On one overnight charge, a one ton Fritchle could travel 100 miles or so and no other electric cars had batteries like the Fritchles. By 1912 the range of Fritchle models included a 5 passenger brougham for \$3600, a 4 passenger roadster for \$2500, a 2 passenger roadster for \$2100, and a ½ ton truck for \$2000. But petrol powered Fords of the same era cost \$440 to \$550. And with Charles Kettering's invention of the electric starter which replaced the difficult and dangerous hand-cranking previously required for I.C.E. vehicles, electric cars lost their major marketing advantage.

So, by 1917, Fritchle had closed down electric vehicle production and his company became involved in wind-powered electricity generation. During the next 5 years, his company constructed 80 wind-generated electricity plants in 20 states and overseas, before he ended up working for Buick.

Considering that in earlier times there were more than 500 EV manufacturers in the world and their production numbers initially exceeded ICE vehicles, it is perhaps perplexing that today vintage electric vehicles appear to be even rarer than Betamax video recorders.

But as the various shortcomings of EVs which finished off the Fritchle, such as price, weight, range, and charging time, are still yet to be effectively resolved, the inherent continuing market disadvantages of the latest derivatives are currently being offset by excessive government subsidisation. Taxing the poor to transport the rich must become increasingly unpopular with the voting public. So, there may still be a revival for fossil-fuelled vehicles or perhaps we will learn how to breed lower emission horses!

**THIS IS THE 100 Mile Fritchle Electric Automobile**



**PRICE \$2000**

They TOURED 3,140 MILES from Lincoln, Nebraska, to Washington, D. C. (leaving Feb 21st), in the months of November and December, over 150 road miles each, through the Allegheny Mountains, regardless of road conditions or changing facilities.

**AVERAGING 30 MILES PER DAY OF TRAVEL, 300 MILES IN 3 DAYS ON 3 CHARGES**, from York, Pa., to New York City, and back 181 miles on One Charge on the streets of Washington, D. C.

The only implements necessary for the tour were tools (using after the Allegheny Mountains), and an hour for the tank which was pumped by a bell.

**Fritchle Electric** has toured the Rocky Mountains for two years.

**A 100-MILE FRITCHLE ELECTRIC** is the Automobile you will eventually see.

**Harry L. Cort, Sole Agent**  
 Moore Theatre, Third Main 8185.  
 P. S.—Our 1908 4-Passenger Coupe, like our Victoria, is the car no woman is caught.

Ad from the 1940 Warshawsky Catalog (see the catalog cover on page 14)

**"The Original" WARSHAWSKY & CO., Chicago, Ill., U. S. A. 113**

**OUTRIGHT or EXCHANGE PASSENGER CAR REBUILT MOTORS**

**WITH REGROUND CRANKSHAFT and NEW PARTS**

**REBORED WITH NEW PISTONS PINS & RINGS**

These Rebuilt Motors are made to perform like a new motor and are guaranteed against all defects of workmanship and material. Replace a worn out motor with one which has been completely rebored, main bearing line bored, crankshaft reground, new bearings fitted, valves refaced and rescaled, pistons, pins and rings metallic. Complete with Pan. All units are fitted in accordance with S.A.E. specifications and tolerances. Every part used is guaranteed for quality, accuracy and durability. charge on each motor. We can supply Rebuilt Motors for any car or truck. Write for quotations.

Motors are less head and Manifold. \$1.50 charging

De Soto	Model	Outright	Exchange
1934	SE, 6 Cyl.	98.00	62.50
1935	SE, 6 Cyl.	95.00	62.50
1936	SE, 6 Cyl.	102.50	62.50
1937	SE, 6 Cyl.	101.50	62.50
1938		112.50	62.50

Dodge	Model	Outright	Exchange
1933	DP, 6 Cyl.	57.50	42.50
1934	DP, 6 Cyl.	64.50	44.50
1935	DUE, 6 Cyl.	69.50	44.50
1936	DZ, 6 Cyl.	69.50	44.50
1937	DZ, 6 Cyl.	74.50	49.50
1938	DS, 6 Cyl.	74.50	49.50
1939-40	All Models D11.	79.50	49.50

Oldsmobile	Model	Outright	Exchange
1934	F-34, 6 Cyl.	92.50	62.50
1934	L-34, 8 Cyl.	92.50	67.50
1935	F-35, 6 Cyl.	100.00	62.50
1935	L-35, 8 Cyl.	97.50	67.50
1936	F-36, 6 Cyl.	102.50	61.50
1936	L-36, 8 Cyl.	100.00	67.50
1937-40	F-37 to F-40, 6 Cyl.	105.00	62.50
1937-40	L-37 to L-40, 8 Cyl.	112.50	67.50

Dodge	Model	Outright	Exchange
1933	PC, 6 Cyl.	57.50	42.50
1934	PF, PC, 6 Cyl.	57.50	42.50
1935	PI, PK, 6 Cyl.	65.00	42.50
1936	PI, P2, 6 Cyl.	65.00	42.50
1937	P3, P4, 6 Cyl.	67.50	42.50
1938-40	P5, P6, P7, P8, P9	72.50	42.50

Ford	Model	Outright	Exchange
1932	Model B	47.50	21.50
1932-34	Models 18640, V8	49.50	34.50
1935	Model 48, V8	59.50	34.50
1936	Model 68, V8	59.50	34.50
1937-38	Model 78, V8, 21		

Pontiac	Model	Outright	Exchange
1935	6 Cyl.	102.50	67.50
1935	8 Cyl.	110.00	74.00

**90 DAY GUARANTEE**  
 RECONDITIONED or REBUILT PARTS  
 See Terms Page

**ALLOWANCE ON OLD MOTOR**

**EACH REBUILT MOTOR HAS THE FOLLOWING PARTS**

- New Pistons • New Rings
- New Pins • Refaced & Revalved Valves
- New Main Bearings • New Stud Bearings
- Complete with Oil Pan • Reground Crankshaft.

## **FORDs and SURF CULTURE**

*A pictorial look at some classic Fords in action*

*I'm sure there are many of us who remember fondly the heady days of youth and the trips to the beach in a mates surfy wagon.*

*Here are some internet images of Fords in action heading to the surf. Fords played a dominant role in this early culture, I'm sure in part due to their reliability, cost effectiveness, and availability of spare parts.*

*-Ed*





## March NVRG Membership Meeting Program

### How To Use Your Computer Safely



Phishing, hacking, data breaches, and identity theft – We are all online and many of us fall victim to scams and phishing. How to stay safe online? At the March meeting, Milford Sprecher will provide an overview of ways to enhance your safety online and avoid being a victim of digital predators. Hope to see you there.

**Date:** March 14, 2023

**Time:** Meeting begins at 7:30 PM (doors open at 7:00 PM)

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

Brrr! '53 Mercury in the snow in Minnesota. "We have nothing to complain about regarding winter weather in Virginia. At time of publication our sister club in Minnesota had 2–3 feet of the white stuff."

*Submitted by Nick Arrington*



Feb. 6, 2023 SASKATCHEWAN Gosselin Farms Ed Gosselin

Image courtesy of:



VISIT US ONLINE AT [WWW.TCRGV8CLUB.ORG](http://WWW.TCRGV8CLUB.ORG)

2021 Golden Quill Award

Volume 52—Number 3—March 2023

## Ninth Annual Mid-Atlantic Pre-War Swap Meet

For auto, transportation, steam and gasoline power plant, antique tools and farm equipment items from the 1800s through the 1940s. Now including the Flathead V-8 era of automotive history through 1953

- May 12-13, 2023
- Admission and parking are free
- Location: Comer-Jones VFW Post 621, 218 Veterans Lane, Luray, VA
- Vendor setup May 11, 3pm
- Public Admittance: Friday, May 12, 7 AM to 5 PM and Saturday, May 13 7 AM to 2 PM
- Contact: Dennis Fleming at 540-860-1384 or [dennis@fairviewnet.com](mailto:dennis@fairviewnet.com)



Click [here](#) for more information.

# NVRG/City of Fairfax Car Show

May 20, 2023 – 10 AM to 3 PM

Folks, it's that time of year again – our annual car show is fast approaching. We were shut down by the pandemic and then canceled last year due to rain. You know the old saying "Third time's a charm," so mark your calendar now! See the next page for a flyer with the show details and application. The application is designed for both car show applicants and show vendors. Please note that top portion of the form is for vendors and the lower portion is for folks wishing to show their vehicle.

Hope to see everybody at the show.  
Ken Burns



The flyer graphic is enclosed in a dark blue border. At the top is a blue line-art illustration of a classic car. Below it, the text "ANTIQUE CAR SHOW" is written in a bold, blue, sans-serif font, with "OLD TOWN FAIRFAX" in a smaller font underneath. A dark blue rounded rectangle contains the date and time: "SATURDAY, 10 AM" and "MAY 20, 2023 3 PM". Below this, another dark blue rounded rectangle contains the location: "CITY HALL" and "10455 Armstrong St., Fairfax". At the bottom left is the Fairfax City Parks and Recreation logo, and at the bottom right is the Northern Virginia Regional Group logo, which includes a map of the region and the Ford V8 Club of America logo.





Parks & Recreation

# Antique Car Show

Saturday, May 20<sup>th</sup>

10AM - 3PM

City Hall

10455 Armstrong St., Fairfax



## Antique Car Show Application for 2023

Application Deadline: April 21, 2023

**First 150 Pre-Registrations Guarantees Dash Plaque**

**VENDOR INFORMATION** (All fields are required)

Contact Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Cell Phone: \_\_\_\_\_ Email: \_\_\_\_\_

**AUTOMOBILE INFORMATION** (All fields are required)

Contact Name: \_\_\_\_\_

Vehicle #1	Vehicle #2
Make: _____	Make: _____
Model: _____	Model: _____
Year: _____	Year: _____
Body Style: _____	Body Style: _____

**Application Fee: \$10, pre-registration; \$15, at the gate**

I authorize the use of my credit card (if supplied below) for payment of booth fee. For those sending a check, *please make checks payable to "City of Fairfax"*, and use the address listed below.

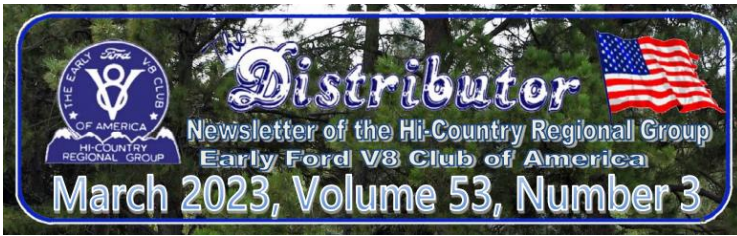
Credit Card Information:  Visa  Discover  American Express  Mastercard

Name on card: \_\_\_\_\_

Credit Card #: \_\_\_\_\_ CV Code: \_\_\_\_\_ Exp Date: \_\_\_\_\_

Signature \_\_\_\_\_ Date: \_\_\_\_\_

Please return to:  
 City of Fairfax Parks & Recreation  
 Attn: Special Events  
 10455 Armstrong Street  
 Fairfax, VA 22030  
 Email: [specialevents@fairfaxva.gov](mailto:specialevents@fairfaxva.gov)



From the March V-8 Hi-Country (Denver) Reg. No. 28 Distributor Newsletter –

*Submitted by Nick Arrington/Suggestion by Cliff Green*

*Request from Nick: "If anyone makes a batch, please save one for me!"*

**PRINTED COURTESY OF ECC**

**Donated by  
Larva Helfenbein**

**Ford Forum**

**A MAN WHO  
USED HIS BEAN**  
By Cathy Kline

I want to share with you something that surprised me. Since around September, I've been drinking soymilk instead of regular milk. I always bought the same carton size, same flavor (chocolate) each week; but, one day when I reached for it in the refrigerator, the name Henry Ford caught my eye. On one side of the carton, there was a whole story about him. I knew he was versatile, but soy???

The story is as follows: Soybeans originally traveled to the United States by ship when Samuel Bowen smuggled them from China in 1765. But it was Henry Ford who put them in cars. When the Great Depression hit, it hit farmers especially hard. Huge farm surpluses meant low crop prices and dwindling income. All of a sudden, Henry Ford's best customers – American farmers – could no longer afford his cars, trucks and tractors. Ford knew that "If we want the farmer to be our customer, we must find a way to be his." Figure out a way to use agricultural products in industrial manufacturing, and everyone would benefit. He put his chemists to work determining what products could be developed from plants. After testing numerous crop plants, they narrowed their focus to soybeans. Experimentation was soon rewarded with the discovery of soybean oil, which made a superior auto body enamel.

Soybean meal was converted to plastic used to make over 20 parts including horn buttons and gearshift knobs. By 1936, Ford was using a bushel of soybeans in every car that rolled off the line. But Henry Ford didn't stop there. While his chefs developed a variety of tasty and nutritious American-style foods from soy (including ice cream), Henry invented soybean "wool", a fiber half the cost of sheep's wool. Soon a fabric containing 25% soybean wool was being used to upholster many Ford autos. And on special media occasions, Mr. Ford would sport a suit made of soybean fiber.

What a guy!

Recipe courtesy of Indiana Soyfood Development Council newsletter

**HENRY FORD'S CHOCOLATE CHIP SOYBEAN COOKIES**

3 cups light brown sugar	2 teaspoons baking soda
1 cup soy margarine	2 tablespoons milk
4 large eggs	1 teaspoon vanilla
3 cups cake or all-purpose flour	2 cups crushed roasted unsalted soybean nuts
1 cup soy flour	4 cups semi-sweet chocolate morsels
1 teaspoon salt	

Preheat oven to 350F. In large mixing bowl, cream brown sugar and margarine with electric mixer. Beat for 2 minutes. Add eggs one at a time and cream until smooth consistency. Combine dry ingredients and add to mixture. Add milk and vanilla. Stir in soybeans and chocolate chips. Chill batter, if desired.

Spray baking sheets with non-stick vegetable coating. Drop cookie batter onto sheets with a teaspoon. Bake for 8-10 minutes. Makes approximately 10 dozen soft cookies.

Nutritional Analysis-1 cookie: Calories 92, Total Fat 2.5g, Saturated fat 0.3g, Carbohydrate 11g, Protein 1.4g, Cholesterol 7mg, Sodium 74 mg



**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](mailto:nta1153@verizon.net). To be included in the upcoming issue, ads need to be submitted by the 18<sup>th</sup> 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

**1936 Ford 4-door sedan.** Reported to be very original low-mileage car. \$16,500 OBO. Contact **Art Bragg**, Winchester, VA. 540-550-1496. (10/23)



**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](mailto:drspdracer@gmail.com). (04/23)



## **PARTS & ACCESSORIES FOR SALE**

**'32-'34 Inside Door Handles and Window Crank Handles:** Inside door handles and window crank handles (both standard and deluxe versions) and matching escutcheons for '32 cars, '32 commercial and trucks, '33-'34 cars (including commercial and trucks up to '37). All are new, unused, excellent Drake reproductions in original packaging. Contact **John Ryan** at [john@ryanweb.com](mailto:john@ryanweb.com) or 240-271-4097. (08/23)



**'32 Headlamp Reflectors:** Both Standard (two bulbs) and Deluxe (one bulb) versions available. These are new Drake reproduction original-type reflectors in original sealed packages. These are not currently available from the major commercial vendors. Contact **John Ryan** at [john@ryanweb.com](mailto:john@ryanweb.com) or 240-271-4097. (08/23)



**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](mailto: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](mailto: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](mailto:oteypemberton@gmail.com). (05/23)

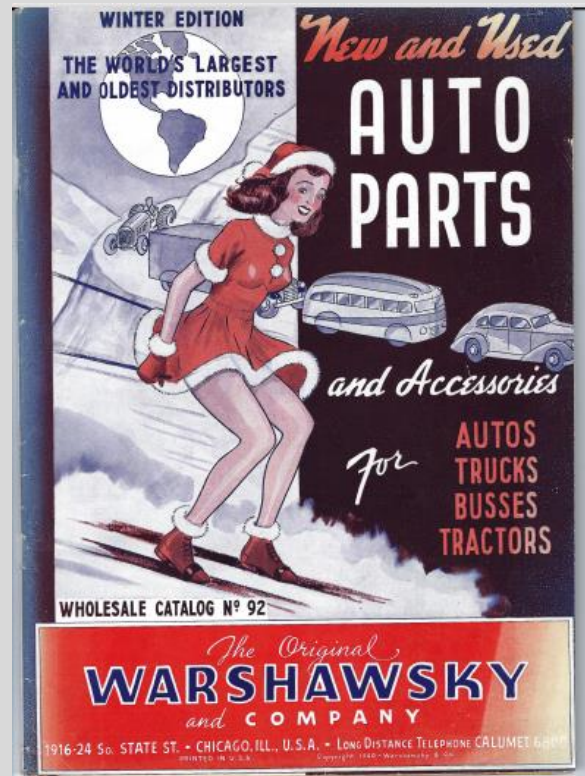


## **PARTS & ACCESSORIES WANTED**

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

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### Vintage Warshawsky Catalog from 1940





# NVRG 2023 Events Calendar



March	
<b>8</b>	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Wayne Chadderton at <a href="mailto:wjchad@gmail.com">wjchad@gmail.com</a> .
<b>14</b>	<b>Membership Meeting</b> – 7:30 PM. Program: Computer Safety; Presenter: Milford Sprecher; Location: TBD.
<b>18</b>	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators.
<b>28</b>	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.
April	
<b>1</b>	<b>Garage Tour</b> – 10 AM. Jim Walker's spectacular garage in Hume, VA, with lunch to follow in Marshall, VA. Meet and depart from Fair Oaks Mall. Full details to follow via NVRG email.
<b>11</b>	<b>Membership Meeting</b> – 7:30 PM. Program: Nuc's a Poppin'; Presenter: Clem Clement; Location: TBD
<b>12</b>	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Wayne Chadderton at <a href="mailto:wjchad@gmail.com">wjchad@gmail.com</a> .
<b>15</b>	<b>Display/Show Event</b> – 11 AM–1 PM - Hunters Woods at Trails Edge Retirement Community, Reston, VA. Details to follow in April VC.
<b>18</b>	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators.
<b>22</b>	<b>Poker Run</b> – After a 4-year hiatus! Rain date April 29. Details to follow in April VC.
<b>25</b>	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.
May	
<b>9</b>	<b>Membership Meeting</b> – 7:30 PM. Program: Between the Covers: What It Took to Write a Book for the EFV8 Club; Presenter: Dave Gunnarson; Location: TBD
<b>10</b>	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9 AM. Questions? Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Wayne Chadderton at <a href="mailto:wjchad@gmail.com">wjchad@gmail.com</a> .
<b>18</b>	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators.
<b>20</b>	<b>NVRG/Fairfax Antique Car Show</b> – 10 AM–3 PM. See details on pgs. 10–11.
<b>30</b>	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.

## Looking Ahead!



- April 1 – Garage Tour
- April 15 – Hunters Woods Show
- April 22 – Poker Run
- May 20 – NVRG/Fairfax Car Show

## Valve Clatter Content Coordinators

SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	<a href="mailto:john@ryanweb.com">john@ryanweb.com</a>
Monthly Meeting Report	Dave Gunnarson	<a href="mailto:gunnarson@verizon.net">gunnarson@verizon.net</a>
Tour Report	Hank DuBois	<a href="mailto:handcdubois@verizon.net">handcdubois@verizon.net</a>
Event Calendar	Nick Arrington	<a href="mailto:nta1153@verizon.net">nta1153@verizon.net</a>
Want Ads	Nick Arrington	<a href="mailto:nta1153@verizon.net">nta1153@verizon.net</a>
Membership and Dues Report	Gay Harrington	<a href="mailto:hahsuj@gmail.com">hahsuj@gmail.com</a>
Restoration Reports	Ken Burns	<a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
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