


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

MARCH MEMBERSHIP MEETING

MOVIE: FORD v FERRARI

By Dave Westrate



Dave Gunnarson does a fabulous job organizing club programs each month and our March program was an extra challenge as our scheduled presenter was called out of town. As always, Dave shifted gears, and we enjoyed watching the famous movie *Ford v Ferrari*.

Organizing our program on short notice was good but not good enough for Dave. He decided that available projection screens were not big or good enough for our size of a group so he built a screen. It is 8 ½' x 4 ½' and made out of 1" x 2" lumber. Dave engineered the screen so that it can be disassembled and reassembled for future use by the club at various locations as needed. He also provided individually bagged popcorn for all of us to enjoy. *(Continued, page 3.)*

IN THIS ISSUE

President's Message	Page 2
Out and About	Page 3
Restoration Updates	Page 7
Club Happenings	Page 9
History Archives	Page 12
Automart	Page 18
Events Calendar	Page 20



Up Front with the President

April 2023



President's Message April 2023

Is your V-8 ready to roll?! Hopefully we'll see it at our three driving events scheduled for April. There's no shame in attending in your modern iron either, if the weather is not cooperative. First up is a garage tour (April 1st). If you aren't able to get to the garage tour, there are two other tours this month: a retirement home tour and our annual Poker Run. And plan ahead to attend the 25th anniversary of our celebrated Fairfax Car Show on May 20th. More info is in this issue.

Our flagship publication – the *Valve Clatter* – continues its award-winning tradition. The VC won second place in the 2022 Early Ford V8 Club national newsletter contest. See the January/February issue of the *V8 Times* for the story on the contest. Kudos to Nick Arrington, our newsletter coordinator, and our editor Stephanie Beavers for this achievement! Credit also goes to those many NVRG members who contributed high-quality articles and other content during the year. Keep up the good work!

Our NVRG website continues to evolve and is continuously updated by our Webmaster, Ken Burns. The site contains information about upcoming events, technical topics, back issues of the newsletter, etc. Check out the latest content at <https://nvr.org/>.

Our monthly membership meetings continue at the Green Acres Center Senior Center, 4401 Sideburn Road, Fairfax, VA 22030, but we've adjusted our program schedule a bit. The program for the April 11th meeting is an interesting departure from our usual auto-centered topics. In this program, Clem Clement will describe his involvement with atmospheric nuclear tests in the Pacific. He will share what his life was like on a small remote island in the Pacific Ocean. See the notice in this issue for more detail. I look forward to seeing you there.

Best V-8 regards,

John

Don't forget!

What? April Membership Meeting
When? Tuesday, April 11, doors open 7 PM
Where? Fairfax City's Green Acres Senior Center

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)	



Screen made by Dave Gunnarson

The movie was very interesting, as it showed the competition between the Ford Motor Company and Ferrari. Lee Iacocca convinced Henry Ford II to attempt to buy Ferrari, but Enzo Ferrari would have none of it and he teamed up with Fiat instead. The race was on for who could build the best race car for the 1966 24 hours of Le Mans in France.

Ford decided that the company was all in and teamed up with Carroll Shelby and driver/engineer Ken Miles. Miles had a bit of a hot temper and was not well liked by the Ford executive team. His son Peter played a big role in the movie as a developing young man interested in racing.

The team built the Ford GT 40 with much of the work being done near the Los Angeles airport. While brake problems were an issue, the car hit 218 MPH and Ferrari was concerned. A second GT 40 with a NASCAR pit crew won the 24 hours of Daytona when the team allowed the driver to push past 7000 RPMs in the last laps.

The Le Mans race was epic and Miles pulled ahead near the end. The Ford executives made him slow down as all three top finishers were Fords and they wanted them to cross the finish line together for publicity purposes. In a strange finish, Miles was ruled to have finished second as the number one car had "traveled more miles." Miles died two months later in an unrelated track crash.

The movie closes with Carroll Shelby giving a wrench to Miles' son Peter. Miles had thrown the wrench at Shelby in a fit of anger early in the film. Fords won Le Mans in 1966, 1967, 1968, 1969. The award-winning film was released in 2019 and grossed \$225M at the box office.

Dave Skiles brought an assortment of candy, which Susan Skiles had selected, to complement David Gunnarson's popcorn, and a good time was had by all.



OUT AND ABOUT

Four takes on the March 24 Sugarloaf Mountain Region AACA Parts and Swap Meet (a.k.a. Flea Market) held in Westminster, Maryland (Find #4 on page 11.)

1. *By Clem Clement*

Chris Elenbaum picked me up at Ashby Ponds at 06:30 am. We rolled in my van to have more room for possible junk finds. We arrived at 8:17 and had to chase around to find the handicapped spots (even with additional spots from last year), which were full. First discovery was the donuts/coffee stand was under tent out in the rain. The inside food service location was closed. We pressed on and on the right

end found a member peddling fat pills and free coffee. We covered every booth, checking out the wonderous collections. Very little Model T/A EV-8 stuff. Luke grabbed a pair of useable Model A shocks. (He recently bought and modified brake linings to fit the AA big wire wheels. His health is improving slowly.)

Chris found some horn motors and a 2-carb intake for his '39 Peecup. I spotted a small trolley. I guesses I could get \$250 for it, but as I am slowing down, peddling it would be tough. Conductor was missing and body had seen better days. One pair of silver Lionel diesels was seen and a S gauge non-AF steamer and a few HO items. I found an 8" tall model of a capped female nurse for Ms. Sandy and a kid's ringy/dingy handlebar bell for my Rollator*. Ms. Sandy was appreciative of the nurse as she is one, having trained during the era of cap wearing; and a trike bell for my Rollator, but Ms. Sandy felt it was not dignified enough to be rung in her presence. Some kind of sand tower was there; from the Doepke years. I left it. Bill Beardmore had a table. He is doing ok, but needs calls and emails. Great guy.

At 10:52 we rushed over to the newly refurbished Maggie's Restaurant and Tavern which had been renovated and enjoyed lunch and posed by the Buffalo Gal poster.

*A.K.A. *mobility cart*



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2. *By Dave Gunnarson*

On a gray Friday morning, seven NVRGers gathered at Fair Oaks Mall for a van pool trip to the Carol County Agricultural Center in Westminster, Mary-

land, for the AACA Sugarloaf Antique Car Flea Market. For many years this has been the inaugural event of the old car season and this year was no different.



Terry Thompson, Ken Burns, Hank Dubois, Leo Cummings, Dave Skiles, and Keith Randall gather at Fair Oaks Mall

The enclosed and dry building was a welcome aspect of the show, unlike the mud and rain outside. The floor of the building was mostly covered with assorted car parts, tool vendors, and stuff for sale. There were some unfilled spaces but there was plenty to see and keep one occupied.



There was plenty to see, but not many EFV-8 parts.

There were plenty of attendees on Friday but I didn't notice too many sales happening. There were fewer cheap tool vendors in attendance as well.



A piece of folk art created by an owner of a 1936 sedan delivery was for sale – \$50 could bring it home.



While few EFV-8 parts were out, this 1936 Ford Truck radiator grille shell was for sale.



Jim Crawford always seemed to be busy at his booth and had the highest concentration of EFV-8 parts at the show.



The vendor told me the reason for this having two adjustable ends is that one is for Standard sizes and the other is for Metric!



NVRGers at the show on Friday: Terry Thompson, Nick Arrington, Keith Randall, Clem Clement, Leo Cummings, Chris Elenbaum, Hank Dubois, Bruce Metcalf, Dave Gunnarson, Dave Skiles and Ken Burns. Also spotted at the show but not in the picture are Jim Crawford and Warren Barbee.

The route to the show from Virginia passed very close by Bratton's Model A Parts so we decided to stop in for a visit. We got to tour the rather large warehouse of Model A parts and Hank Dubois was able to purchase a part to use in his custom Columbia overdrive control system. I was able to inspect several Model A floor mats to look at the pattern for a potential future 1935–1936 truck floor mat project.



Terry Thompson and Leo Cummings look over a Model A in the warehouse of Bratton's Model A Parts.

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3. By Nick Arrington

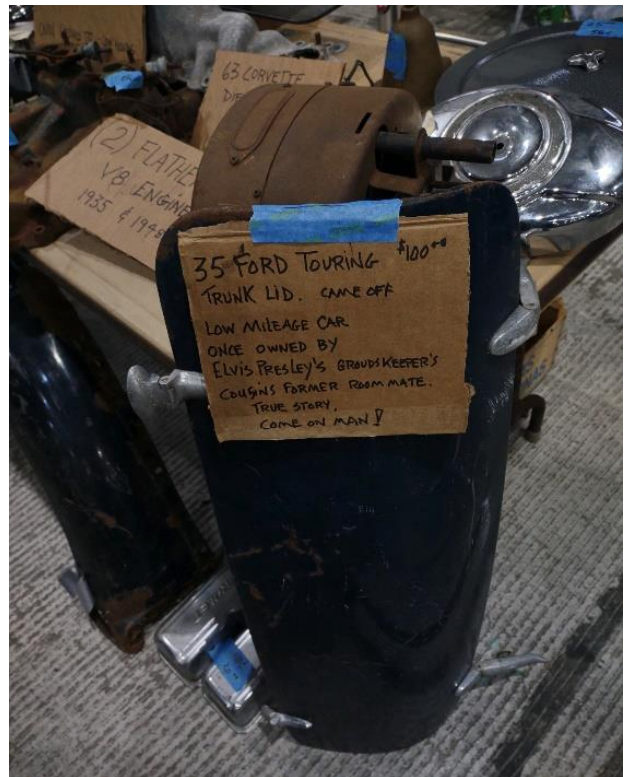
I spoke with Jim Crawford who had a table with \$1 per item goodies or 3 for \$5. It almost worked a couple of times.



Betholine/Sinclair – Pretty rare sign – Priced out at \$9,995.00- That's as in \$10K – not \$995.00.



'35/'36 Truck Grille Shell, priced at \$400.00 at 8AM, found on other side of building by 9:30AM with "make offer" on it.



'35 Touring car trunk lid could be yours for \$100.00.

See the photo on the next page for a panoramic view of the meet. Photo courtesy of Dave Gunnarson.



RESTORATION UPDATES

The Right Tool – One of a Kind

By Dave Westrate

We are getting close to completing the 1939 Deluxe Woodie project and time has come for some flathead horsepower to be fired up. The block that came with the car was no good, and we located a block from the estate of a well-known engine builder whose grandson told us that “the block was with the good engines.”

Eric Sumner, club member, and our son-in-law found something unique several years ago in Falls Church, Virginia. It is a metal frame specifically designed to hold an operating Ford flathead 85 hp engine. Its history originates in California in an orange grove where it held an engine that powered the irrigation system for the orchard. It is thought to have traveled in the back of an old Dodge stake bed from the West Coast to the East Coast.

Eric’s interest in this engine stand is to be able to work on engines without having them mounted in a vehicle. He has several engines that he plans to use it for. He did some welding repair before he set it up with a radiator, gauges, fuel source, etc. He also purchased two mufflers and engineered an exhaust system so the engine under repair runs quietly. The setup requires a transmission housing for proper mounting and stability.





With any luck, we will be able to use the engine and get the Woodie back on the road after 20+ years of restoration. Stay tuned.

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'39 Ford Brake Rebuild
By Milford Sprecher

The last time I drove my '39 Ford was to the Rockville show a couple of years ago when the featured cars were years ending in 9. It was a good trip, but the brakes were spongy and I knew that a brake rebuild was due. The car is a mostly original Deluxe Fordor that has sadly not seen much road time since I have owned it. I had a guy from California get in touch with me about buying the car. He had seen car in the club calendar and tracked me down. He likes original '39s. I told him that I wasn't inclined to sell it, but that I would think about it and that the car needed a little work before I was ready to seriously discuss selling. This was the incentive I needed to focus on getting that car more roadworthy and driven more!

Last summer I pulled the rear drums, honed and rebuilt the wheel cylinders, and bought new shoes. The left rear wheel cylinder had been leaking and the drum needed turning, so Tom Terko did that for me. I disassembled the master cylinder and thought that a new one was in order, given the pitting I found and I installed it. My wife and I took a couple of trips in the fall and winter, so it wasn't until January that I got back in the garage to work on the car again.



Rear drum removed

I installed the rebuilt wheel cylinders and the brake shoes. I had some trouble getting the drums back on to discover through a post on Ford Barn and my own investigation that the parking brake mechanism wasn't releasing enough, so the brake shoes were partially engaged. Once I disconnected the cable, I was able to get the rear drums back on.

I then moved on to the front wheels. I had a leaking wheel cylinder in the front, too, but not as badly as the back. Upon disassembling the front wheel cylinders, I determined that they were too pitted to rebuild, so I bought two new ones from Dennis Carpenter. I looked at new brake shoes for the front, but they were expensive and apparently in short supply. I realized that the front and rear shoes were identical, so I took a pair of shoes from the front and one from the back that were not brake-fluid soaked and installed them on the front, checking to make sure the shoes conformed to the brake drums. They were Canada-made Ford-branded shoes. I sanded the shoes and cleaned up the drums and installed them. I finished the job by adjusting the brakes following the procedure listed in a Wired Customs YouTube video and bled the brakes. Interestingly, the brake bleeders on the back used a 3/8 wrench, but the Chinese-made fronts needed a 10 mm wrench! I had torqued the rear axle nuts to 200# during reassembly.

I was happy to be able to start the car and do some back and forth testing in the garage and driveway before I took it out in the neighborhood for a little shakedown cruise.

It performed well, although there was an audible rubbing coming from one of the wheels. When I got back to the garage, I jacked each wheel and spun them to see if I could see which one was rubbing. I didn't detect any issues, so I will take it on some more short runs to see what happens.



I am very pleased that I finished this job. I have a few other things on the car to sort out but I hope to be driving it regularly soon. Will I sell it? Not sure, but we'll see what kind of offer the guy makes.

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Dave Gunnarson's view when stuck in traffic on Fairfax County Parkway. Note the fine print under the logo:
"DRIVE CAREFULLY - WE HAVE NO KEYS TO HEAVEN!"

CLUB HAPPENINGS



HUNTERS WOODS
 AT TRAILS EDGE

**NVRG Display/Show at
 Local Retirement Community**

Saturday, April 15

NVRG has again been invited to show our cars at the Hunters Woods at Trails Edge retirement community in Reston on Saturday, April 15, from 11 AM – 1 PM.

NVRG members will recall that we conducted a "drive by" car show at this retirement community in May 2020 during the COVID pandemic, and a display/show as part of the community's Kentucky Derby Day last year. Both of these events were a lot of fun for us and the community's residents, who still talk about them.

This year, our display/show of vintage cars will be the focal point of an outdoor community picnic/cook-out. Residents will have the chance to look at our cars and talk to us about them in an informal picnic atmosphere.

We will be joining the residents for lunch and, for those who are interested, beer and wine will be available. We will gather at Fair Oaks Mall* by 10:30 AM, caravan together for the short drive to the community, and be in place by 11 AM.

If you would like to participate in this event, please call Hank Dubois at 703-476-6919 or email him at handcdubois@verizon.net and indicate the car you will be driving/showing and the number of persons that will be with you. This promises to be another fun event so be sure to sign up!

** Note: Due to the ongoing carnival at the mall, we will meet in the parking lot of the Marriott hotel directly across the mall perimeter road from our usual meeting spot.*



19th Annual NVRG Poker Run Saturday, April 22, 2023

It's been four years since our last Poker Run, which occurred on April 27, 2019, so it's time to get back in the swing of things and do it again! The Poker Run has been one of our most popular events with good reason – it's one of the first (if not *the* first) driving events of the season, the weather is usually great, the drive is always nice and interesting, we have lunch at a great restaurant and, it's a lot of fun! This year's Poker Run will be all of these things and maybe a little more! In order to increase our odds for good weather, we've set aside the following Saturday, April 29, as a rain date. Here's our plan for the day:

9 AM – Meet at Fair Oaks Mall.* After a briefing and distribution of route directions, trivia questions, and poker cards for the first leg of the run, the first V-8 will depart, with the remaining V-8s departing at approximately 5-minute intervals thereafter.

If you haven't had your V-8 out yet, here's your chance to dust it off after its long winter's rest and get it on the road! If you don't have a V-8 or your V-8 is not up to it for any reason, you can drive your modern vehicle but be prepared to explain why!

Highlights of the day's events"

- We'll be travelling on some scenic country roads that have changed little over the years and there should be lots of beautiful spring greenery and flowers to see.
- There will be four stops along the run where poker cards as well as trivia questions and directions for the next leg of the run will be distributed.
- We'll have lunch at a nice local restaurant at the end of the run and, after lunch, we'll score answers to the trivia questions and determine who has the best poker hand(s). As usual, we'll have prizes for both.
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To sign up for this fun event or if you have any questions, please contact: Hank Dubois at handcdubois@verizon.net or 703-476-6919.

*** Note: Due to the ongoing carnival at the mall, we will meet in the parking lot of the Marriott hotel directly across the mall perimeter road from our usual meeting spot.**

March 24 Sugarloaf Mountain Region AACA Parts and Swap Meet, continued.

4. *By Warren Barbee, Jr.*

I missed the AACA swap meet at the Howard County fairground because of a funeral. That said, I was quite determined to make it to the Sugarloaf Region meet held at the Ann Arundel Agricultural Center. I often run into people I haven't seen in a while, so I like to go to this meet. So, off I went on Friday. Rainy and cold – no problem. The first people I met is a fellow V-8er, Clem scoottin' around with his typical devil-may-care speed, then Nick and Hank and Dave – truly a band of brothers. Not much vintage stuff this year and the poor outside vendors were getting plenty of rain. But, as luck would have it, I stumbled on my deal of the day, a brand spanking new Beugler pinstriping tool (pen) – the professional edition.

But wait – there's more (as he heard late night). Also a vintage DeVilBiss striping pen (the glass bottle) also new; a box of Steve Kafka stripping brushes; a Kafka instructional DVD; stripping practice tracing transparencies with patterns/designs; plastic wipe-off practice board; clipboard with paint cup holders. Also, a large selection of "One Shot" stripping enamels, most not opened and color charts – all for \$100 cash, a smokin' hot deal, V-8ers. Also prime, two Hot Rod magazines with some Bonneville coverage for \$2.00 each. Not bad for a rainy Friday.



Spotted Recently

by Dave Gunnarson

Recently, at an antique store, a photograph caught my eye. It's an assembly of Mack trucks; a LOT of Mack trucks. It reminded me of similar photos of accumulations of Ford Model T production. I didn't count them all, but it seems like there must be at least 1,000 Mack trucks ready to be shipped to Europe. Early 20th century American industrial production is not often easy to see, but here it is.

A couple questions popped into my mind as I studied the photo. How long did it take Mack to produce these trucks? Who has all the keys? Did any of them survive to today? I know there are some WWI Mack trucks in museums, perhaps one of them is in this picture.



Inscription on back of photo:

Mack Trucks for the War and Engineer Corps – Allentown 1918

(cont'd. next page)



1,000 Ford Model T Chassis, One Shift's Output, outside the Highland Park Plant, 1913 (THF109225)



"I'll get around to it some day."



Courtesy of *The Distributor*,
Hi-Country Regional Group

April NVRG Membership Meeting Program Nuc's a Poppin'



Date: April 11, 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

We know many of our fellow members through their Early Ford V-8s but, often, members have led interesting lives and careers. Our April meeting features one such person. During the depths of the Cold War, Clem Clement served our county in the U.S. Air Force. His presentation focuses on time he spent involved with atmospheric nuclear testing in the Pacific. He will share what his life was like on a small remote island in the Pacific Ocean and some of what he observed and recorded. This will be the first public showing of his personal photos taken during that time. Clem will offer his commentary as only Clem is able. It's a great eye-opening program told from a participant's perspective. You really don't want to miss this one

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 den-nis@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 is enclosed in a dark blue border. At the top is a blue line-art illustration of a classic car. Below it, the text reads "ANTIQUE CAR SHOW" in large blue letters, with "OLD TOWN FAIRFAX" in smaller blue letters underneath. In the center, 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 Northern Virginia and the Ford V8 Club of America logo.





Antique Car Show

Saturday, May 20th

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

**Northern Virginia Reginal Early Ford Club
Budget Summary
for the year 2023**

	2023 Budget	2022 Actual	Difference
Income			
Membership Dues			
For The Year 2023	2,800	3,000	(200)
For The Year 2024	0	0	0
For The Year 2025	0	0	0
For The Year 2026	0	0	0
For The year 2027	0	0	0
Total Membership Dues	<u>2,800</u>	<u>3,000</u>	<u>(200)</u>
50/50 Share	100	0	100
Calendar Sales	1,200	1,152	48
Advertising	450	0	450
Fairfax Car Show	500	0	500
Tour Income	0	0	0
Picnic	0	0	0
Holiday Party	1,500	1,503	(3)
Accessory & Clothing Sales	50	164	(114)
Miscellaneous	500	999	(499)
Total Income	<u>7,100</u>	<u>6,818</u>	<u>282</u>
Expenses			
Membership Meetings	850	824	26
Calendar	800	758	42
Advertising	0	0	0
Membership Directory	1,200	0	1,200
Newsletter	2,250	2,210	40
Fairfax Car Show	0	0	0
Tour Expenses	200	200	0
Picnic	250	671	(421)
Holiday Party	1,850	1,822	28
Accessories & Clothing	0	0	0
Contribution and Recognition	125	125	0
Post Office Box	276	276	0
Website	130	130	0
Miscellaneous	200	206	(6)
Total Expenses	<u>8,131</u>	<u>7,222</u>	<u>909</u>
Income/(Loss) For the Period	<u>(1,031)</u>	<u>(404)</u>	<u>(627)</u>

Submitted by Bill Simons, Club Treasurer



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

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. (04/23)

PARTS & ACCESSORIES FOR SALE

Free: Steve Groves' large collection of car magazines. Collection includes *AutoRestorer*, *Hot Rod*, *V-8 Times*, and others. **Diane Groves**, 301-530-7411 or dyanamo@hotmail.com. (10/23)




Miscellaneous Items: Table saw (picture below); small air compressor; 4-wheel SS shop cart; ½-inch socket set; Dremel tool; Wet/dry vacuum. **Cliff Green**, 571-239-7570. (10/23)






'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. **John Ryan** at 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. **John Ryan** at 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



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. Contact: club member **Jim Eberly** at 301-876-3315. (05/23)



NVRG 2023 Events Calendar



April	
1	Garage Tour – 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.
11	Membership Meeting – 7:30 PM. Program: Nuc's a Poppin'; Presenter: Clem Clement; Location: Green Acres Senior Center, Fairfax
12	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Wayne Chadderton at wjchad@gmail.com .
15	Display/Show Event – 11 AM–1 PM - Hunters Woods at Trails Edge Retirement Community, Reston, VA. See details on page 9.
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
22	Poker Run – After a 4-year hiatus! Rain date April 29. See details on page 10.
25	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
May	
9	Membership Meeting – 7:30 PM. Program: Computer Safety; Presenter: Milford Sprecher; Location: TBD
10	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 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.
20	NVRG/Fairfax Antique Car Show – 10 AM–3 PM. See details on pgs. 10–11.
30	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
June	
6	Membership Meeting – 7:30 PM. Program: Between the Covers: What It Took to Write a Book for the EFV8 Club; Presenter: Dave Gunnarson; Location: TBD
14	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 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.
27	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Looking Ahead!



- April 1 – Garage Tour
- April 15 – NVRG 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	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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