



Northern Virginia Regional Group

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Value Clatter

Early Ford V-8 Club of America



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Editors: Nick Arrington & Stephanie Beavers

APRIL MEMBERSHIP MEETING

Nuc's a Poppin': Clem & Dominic

Presented by Clem Clement – Writeup by Ken Burns

At our April monthly meeting, Clem Clement recounted his experiences as a brand new USAF pilot flying WB-50Ds in a presentation titled “Nucs-A-Poppin’.” If the Boeing B-29 was the F-150, then Boeing’s B-50 was the F-350 Super Duty variant. You will recall that the B-29 Superfortress was the aircraft the US Army Air Corps (USAAC) used to drop nuclear bombs on Hiroshima and Nagasaki, Japan, in August 1945. The B-29’s double-row, 18-cylinder Wright R-3350 (that’s 3350 cubic inch displacement) Duplex-Cyclone engines were replaced with the more powerful four-row, 28-cylinder Pratt & Whitney R-4360 Wasp Major radial engines in the B-50. The new engines up the HP from 2,200 to 3,000, increasing payload and speed. To handle the increased horsepower, the vertical stabilizer/rudder was enlarged and designed to fold so that the B-50 would fit in existing USAAC hangars (learned this from the US Navy, I guess). After completing USAF flight training, Clem was assigned to the 55th Weather Reconnaissance Squadron based at McClellan Air Force Base near Sacramento. He initially flew as a copilot in the WB-50D, the weather reconnaissance version of the B-50. (See *Nuc’s*, page 3.)



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Up Front with the President May 2023



President's Message May 2023

The turnout of members for our three April driving events was very good – See the articles in this issue. The next major NVRG event is the 25th anniversary of our celebrated Fairfax Car Show on May 20th. After a 3-year hiatus, the pent-up demand will very likely result in a record turnout. NVRG is solely responsible for running the event on the show day and a full-strength team of NVRG volunteers is essential for it to be a success. Dave Westrate is recruiting members to assist in the various tasks, so please contact Dave with your offer to help. More information is in this issue and will be in your email inbox.

If your V-8 is still hibernating, the Hagerty Insurance newsletter had an interesting take on getting cars out of winter storage and on the road for the first time. Check out the procedure and suggestions at [Read the latest Maintenance and Tech stories from car lovers like you - Hagerty Media](#).

The EFV-8 Club's 60th Anniversary Grand National event (June 12 – 16) is fast approaching. It's an unsurpassed opportunity to meet and greet fellow V-8ers from around the country and beyond. Bill Simons is coordinating a caravan of NVRGers who will be driving to Dearborn for this prestigious event, held once every five years. Please contact Bill to let him know your plans.

Our membership meetings will continue to be held each month through the summer at the Green Acres Center Senior Center, 4401 Sideburn Road, Fairfax, VA 22030. Please note that the June meeting will be a rare deviation from our normal second-Tuesday schedule. Because of the Grand National, the NVRG June meeting will be held on the first Tuesday – June 6th. Mark your calendars.

The program for the May 9th (second Tuesday) membership meeting is on personal security when using the internet. Milford Sprecher will provide an overview of ways to enhance your safety online and avoid being a victim of digital predators. See the notice in this issue for more detail. Unfortunately, I'll miss this interesting program. I'll be in Southern Spain visiting the sights and trying to resurrect my dormant high school Spanish language skills.

Best V-8 regards,

John

Don't forget!

What? May Membership Meeting
When? Tuesday, 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) | |

Nuc's, cont'd.

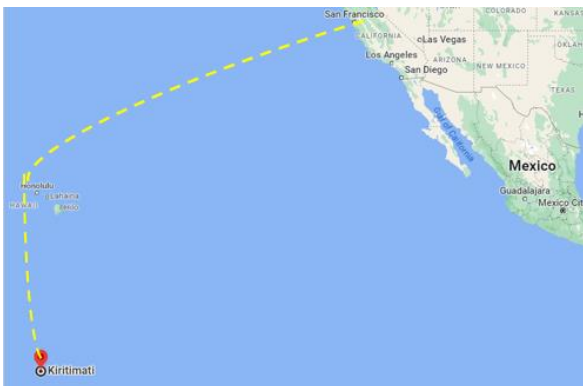


WB-50D in flight – USAF photo

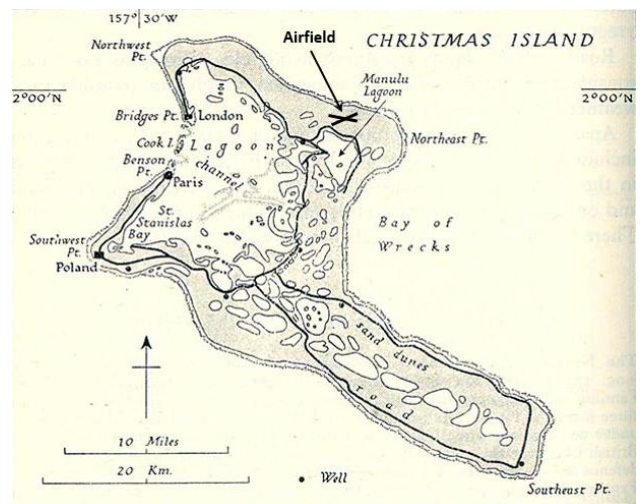
Okay, enough pilot talk. Who's Dominic and what does that have to do with Clem? Clem was one of the WB-50 pilots who participated in *Operation Dominic*, the code name for the atmospheric nuclear weapon tests the US Government conducted on Kiritimati Island (then known as Christmas Island) in 1962. The US resumed atmospheric testing in response to the Soviet's atmospheric test of a powerful hydrogen bomb in the fall of 1961. Here's a link to [Time magazine's](#) contemporaneous account of the US decision.

The US military deployed a wide variety of assets, including numerous types of aircraft, to Kiritimati Island in support of the weapons tests. The WB-50s were used to gather, assess, forecast, and report weather before, during, and after all weapons tests. Of particular importance is the collection of data to create hodographic (3-D) images of wind speed and direction at all altitudes. No one wants to be downwind in the path of radioactive fallout, right?

Kiritimati is about as remote as one can get. It's about two degrees above the Equator and approximately 3,500 miles southwest of San Diego.



WB-50Ds from Clem's Sacramento-based squadron deployed to Kiritimati via an enroute stop in Hawaii.



Kiritimati is a low-slung coral atoll about 40 miles long.

Clem brought an abundance of images from his personal collection to share with us.



Kiritimati as seen from the cockpit.



Another view from the cockpit.

Clem started his presentation intoning the count-down sequence as the B-52 bomber flying from NAS Barbers Point, HI, approached the target area, opened the bomb bay doors, released the weapon, the parachute deployment and opening, and finally the few seconds remaining until detonation.



A mushroom cloud rises 26 miles away just moments after detonation. That's a WB-50 on the tarmac.

As someone who has spent numerous months at sea aboard Navy ships, I'll tell you you've got to find your entertainment where and when you can. Kiritimati is a pretty drab place but at least it had adult beverages – which aren't permitted aboard a Navy ship. You've got to wait until you can go ashore in some foreign port where such libations are legal.



A view of the shoreline. You can see the waves breaking where the atoll drops off rapidly into the ocean.



A better look at the surf and the danger zone just beyond the breakers.



Crab hunting was a popular pastime but Clem said the crabs weren't edible – even the native Gilbert islanders wouldn't eat them.

Back in the late 1950s, the Brits used Kiritimati as a base of operations for their nuclear testing program. In the early 1960s, there were still a small number of Brits on the island.



Brits and their Land Rover.

Clem said that someone discovered an operating ice maker in the abandoned British Officers Club, “liberated it,” and brought it back to boost the morale of Clem and his cohorts. What could go wrong?



A “beach party” helps pass the time between tests. Can you locate Clem in this picture?



Clem’s personal transportation on the island was that school-bus-yellow Vespa motor scooter.

However, this wasn’t a tropical island holiday by any stretch of the imagination; there was deadly serious work at hand. *Operation Dominic* conducted 24 air drop nuclear weapon tests between April 24 and July 11, 1962. Each one of these tests required the coordination of a myriad of airborne assets. The following USAF aircraft sortied from Kiritimati during the operation:

- USAF RC-121 – airborne aircraft coordination
- USAF C-130 – conducted medical experiments
- USAF C-118 – transported personnel and equipment

- USAF WB-57 – 2 different variants conducted air sampling flights
- USN P2V – maritime patrol of test area (I’m not sure where this aircraft launched from)
- USAF H-21B – nose cone recovery

Since I was a Navy helicopter pilot, I’ll have to include this image of the Piasecki Workhorse helo.



Once *all* preparations for the test were completed, checked, and rechecked, the countdown began as the B-52 appeared overhead.



Test weapons were dropped at altitudes varying from 25,000’ to 45,000’.

At the moment of detonation a brilliant, blinding flash occurred. A night detonation was described by an airborne observer this way in an article in **Air Force Magazine**, December 2012:

“The night was smooth but absolutely pitch black, without a light showing anywhere... The pitch black night simply disappeared as the bomb’s blazing heat illuminated the sky from horizon to horizon, far brighter than daylight. It was as if the bomb had destroyed the night. The explosion was not just a flash, but a sustained light that seemed to grow even brighter before it slowly began to dim. As the long seconds passed, the light collapsed in a curious fashion, like a deflating balloon, coming back in from the horizon. And then it was night again.”



Chama Test; October 18, 1962; 1.6 Megatons

[Operation Dominic](#) | [US Nuclear Tests](#) | [Nuclear Testing](#)
| [Photographs](#) | [Media Gallery \(atomicarchive.com\)](#)

He went on to say, “They should make every head of state see this once a year. Then they’d know what they were playing with.”

Clem said that *everybody* not assigned a specific duty at the time of detonation was mustered on the runway, issued #10 welding goggles, instructed to face away from the blast area, close their eyes, and then cover them by crossing their hand over their eyes.



All hands mustered on the runway in preparation for the weapon test.

Clem said the light was so intense, you could see *through* your hands and see the blood pulsing through your blood vessels even with the precautions in place



View from the WB-50 cockpit window immediately after the blast.



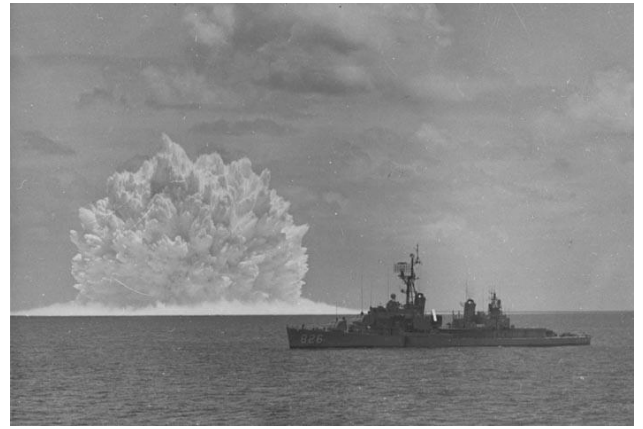
The now-familiar ominous mushroom cloud begins to form.

Clem’s crew departed Kiritimati once their assignment was complete. They flew north to Johnston Island, about 700 miles southwest of Honolulu, to support additional *Operation Dominic* testing.



Johnston Island is not the middle of nowhere but pretty close to nowhere.

Clem said they had to land at Johnson Island in the middle of the ocean in the dark. Oh, come on! The Navy has been doing that on aircraft carriers since the middle of WWII and, since the Vietnam war, landing and operating its helicopters day and night from surface combatants.



There were several versions and yields of the US Navy's nuclear depth charge. They could be delivered by short range rockets from surface ships or from aircraft, including anti-submarine helicopters. This shows the visible results of a 10-kiloton detonation at 650' below the surface.

Clem mentioned that he also flew hurricane hunter mission in the WB-50D, including penetrating to the hurricane eye four times.



As Cliff Green says, "A night carrier landing is like driving into your garage at 60 MPH with only a 60W light for illumination."

The US Navy also participated in *Operation Dominic*, testing both the submarine launched ballistic Polaris missile and nuclear depth charges.



At the end of the presentation all we certainly knew much more about the US nuclear weapons testing program than before. We also caught a glimpse into a serious side of Clem that we had never seen before.

Clem, thank you for your extraordinary devotion and service to our great country.

– Ken

Introduction by Nick Arrington —

Come on, guys, admit it – you always wanted a huge one. Bigger, taller, longer and fuller. One full of stories and conquests. Every one of us at some time got a glimpse of some others guy's unit and wished "Man, I wish I had one like that." That's right, and our Aprils Fools Day garage tour was no exception. Jim Walker's garage did not disappoint. To quote singer Loudoun Wainwright, "High, wide, and handsome – that's how life should be. Low, skinny, and ugly – that's for others – not for me." Please see the most excellent writeup that follows, provided by club member Jim Nice. I'm ashamed to admit it – before the garage tour, I thought La Dawri was a country in the Persian Gulf.

Jim Walker wowed us again with another great tour of his massive 12,000 square foot (80' by 150') garage on Saturday April 1st. A group of 19 club members enjoyed Jim's large display of many cars and trucks including Fords, Chevys, and a huge Brockway truck, as well as various projects. Hank Dubois organized the tour, which started at our usual location at Fair Oaks mall, to Hume, VA (west of Marshall), where Jim's garage is located. Due to the cloudy skies (and later heavy rain), everyone made the trip driving modern iron.

Our attendees were Bill Potter & friend Patricia Smith, Dave & Susan Skiles, Bruce & Loretta Metcalf, Bill Simons, Ken Burns, Dave Westrate & grandson Noah, Nick Arrington, Hank Dubois, Jim Nice, Leo Cummings, Keith Randall, Bill Lightfoot, Frankie Martin, John Ryan, and Nelson Ford. Our trip began with some minor mishaps.

Our caravan stopped to pick up other club members in Gainesville. While waiting for us to arrive, Nick Arrington was listening to the radio in his truck with his ignition in the accessory position and ran down his battery. Who knew the accessory position also turned on the truck's running lights? Hank gave him a jump start using cables borrowed from Dave and Susan Skiles, and we were back on the road.

Ken Burns and John Ryan had a tire losing air pressure and had to stop in The Plains for air. Some of our group missed a turn and wound up at the Hume Post Office. Eventually, we all arrived safely at

Jim's garage and began our tour at around 10:30, starting with coffee and LOTS of donuts – Jim's treat!

Our group visited Jim exactly four years ago. Since then, Jim sold his business, Classic Automotive, Inc., in Manassas Park, VA, and is dedicated to working on his many projects. Below is a list of just a few of the many things we saw:

- 1929 Model A Roadster with 1950s Hemi engine, which was huge compared to the car size and must have felt like driving just an engine on wheels!
- Beautiful 1971 or 1972 Shelby Mustang that Jim restored (plus many other vehicles in his garage).
- 1942 Lincoln Zephyr with a 1953 331-cu.-in. Cadillac engine and a 1947 Zephyr grill. Jim built a special adapter to mate the Cadillac engine to the original transmission. He still has the original V-12 engine to put back in the car.
- 1941 Lincoln Zephyr limo that originally belonged to a funeral home in Richmond. Jim outfitted the car with disc brakes and a Chevy small block Chevy V-8, and replaced the original door handles with 1946–48 push-button door openers.
- 1964 La Dawri – the only known one in VA – Jim spotted on an early morning drive while on vacation and waiting for the rest of his crew to wake up. This is a fiberglass car. Jim rebuilt much of it. He installed a custom steel dash and a windshield that was the original back glass of a 1955 Ford pickup installed upside down. The car won an award at the Amelia Island Concours d'Elegance.
- Rare 1938 Pierce Arrow with a 147" wheelbase, lights recessed in both the fenders (a styling hallmark for Pierce Arrow), and lights on either side of the radiator grille.
- 1970 Cord (Royale?) made by Samco. In the 1970s, Samco made a go at producing Cords and were successful. The car has a small block Ford engine and is a rear-wheel drive vehicle.
- Edsel Rancho which Ford never built. The car is a Rancho with an Edsel front clip. The car is also outfitted with taillights from an Edsel wagon.
- 1965 Ford F250 Lariat Camper Special (Custom Cab) mounted on a 1986 4x4 chassis with a 7.3L Ford diesel engine. The truck is gorgeous with a beautiful green and white paint scheme.
- 1970 SS 454 Monte Carlo with a special Landau top.
- A 1969 Camaro Rally Sport.

- A huge Brockway Truck from Brookeland, NY.
- A 1965 Chevy Nova SS project car receiving a new front end and big-block engine.

Jim also has an inflatable paint booth. He said the paint booth works best outdoors but is very dark when inflated in his garage (the booth is blue, not white). He discussed getting interior light bars to set up inside the booth when using indoors.

After a great tour, we bid farewell to Jim. Most of our tour group went to Foster's Grille in Marshall for lunch. Although we were about an hour and a half late, there was plenty of seating waiting for us to enjoy a delicious lunch of charburgers, cheesesteaks, chicken cheesesteaks, and salads. As we arrived, Hank commented on how the weather had cleared up and that we should have trucked our vintage cars to Hume just so we could drive them back home again!

A big thank you to Jim Walker for an excellent tour and for lots of great restoration stories!



1965 Chevy Nova SS



1970 SS 454 Monte Carlo



1964 La Dawri



1969 Camaro Rally Sport



Brockway Limited Edition Truck



1942 Lincoln Zephyr



Triumph TR-6



1936 Ford Coupe



'71 or '72 Shelby Mustang



1929 Model A Roadster with 1950s Hemi engine



track. I found a few flathead parts but no flathead-powered vehicles in the car corral – but it was early. Perhaps the most interesting items I found in the Orange field were two '40 Ford Convertibles for sale. The first was a complete-but-scruffy example with lots of surface rust and a tattered convertible top. I believe it was a real Barn Find. I saw it at 8:30 in the morning with a \$15K or Best Offer sign on it. By 10:00 AM it was off the trailer in the adjoining Green field with \$20K or Best Offer on the windshield. Some old used car dealer once told me “your quick money is your best money.” The Convertible had a crowd around it at that price also.



Inflatable paint booth



Barn Find #1

OUT AND ABOUT

Road Trip Warrior Reports of Charlotte and Carlisle Swap Meets

By Nick Arrington

Charlotte 2023

After a couple of years of “no shows” due to COVID, I headed down to the Charlotte AutoFest on April 13th to soften the contribution I make every April 15th to the IRS. I’ve had a couple of spaces in the Orange field for years and I arrived early Thursday morning to a field that was about 75% filled out. Wednesday technically was set-up day and a steady stream was headed through the gates Thursday morning. The Orange field has shrunk to about half its original size due to space needed by the race



Barn Find #1

The second '40 Convertible was a tetanus shot in the waiting for an \$8900 asking price. A real heap of rusty panels only for the ambitious. Thetan Ogle might have passed on it – even with his magical powers.



\$8900 Tetanus Shot

I headed back to SW VA at 4:00 to complete some chores. It rained the following day so I may have seen the best the show had to offer on Thursday.

Carlisle Spring 2023 (Part 1)

Another Thursday one-day junket. I pulled in around 7:30 AM and promptly headed to the Carlisle Marching Band food concession and enjoyed their trademark ham and egg sandwich washed down by coffee. After all, I am a supporter of the arts and music. I threw my tote bags over my shoulder and headed down the aisle to be bombarded by signs advertising "YES WE HAVE DIABETIC SOCKS." I wondered if this was a harbinger of the future?



Diabetic Socks? Not yet, thank you.

After the last two COVID-curtailed seasons it was really packed. By noon, I was reminded of the old days when you could hardly walk down the aisles without bumping into someone. Lots of people carrying stuff. I saw a few V-8 carbs and distributors but already had enough at home. I saw an OK Used Car neon sign needing total restoration for \$24K asking price.



I bought a few old oil cans. There was a very nice '35 Ford 4-door convertible – AACA Senior Car – in the auction scheduled for Friday. I heard it was only bid to \$12,500 and Reserve Not Met. Muscle cars and 'Vettes seemed to rule the day. At the same food concession as earlier I had a piece of Shoo Fly Pie – which consists of molasses and brown sugar – oh, yeah – and some pie crust. Clem would have approved – you know, sticks-to-your-ribs food – and headed home. I compare this Carlisle ritual to the Muslim that treks to Mecca each year – just a different kind of worship at the Old Car Altar. I didn't buy any diabetic socks but I'm sure the pie didn't help.



Carlisle View from the Hill

Carlisle Spring 2023 (Part 2)

By Warren Barbee

Spring Carlisle 2023 was AMAZING... Weather like you haven't seen in ages! Remember it snowed just a few years back... and it stuck! After the whopping \$12 to get in (I went Wednesday and Friday), I was off searching for a number of Early V-8 things. The big item on this year's list was some sort of rebuildable Late '49 and up 8BA, 8CM and Crank or EAB block and truck oil pan for these years. Wednesday was a tad sparse but our stuff is around if you don't mind the hunt. Lots of vendors were still loading in. It was super busy Friday – big crowd for sure. Didn't see any of our V-8ers but, again, it was crowded. I've included a few "snaps," as the British say, for all to enjoy.





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Hunters Woods Mini-Show – Saturday, April 15

By Hank Dubois

For the third year in a row, NVRG members were invited to the Hunters Woods at Trails Edge retirement community in Reston, VA, to participate in an event for the residents, families, and friends of the community. Specifically, we were asked, by the community’s events director, to display our vintage cars as the focal point for an outdoor ‘50s/’60s picnic/cook-out. It sounded like it would be a lot of fun but, would the weather cooperate? The forecast leading up to April 15 was pretty dismal but, as the date drew closer, it looked like there might be a window of acceptable weather until early afternoon. And, since we would only be displaying our cars from 11:00 AM to 1:00 PM, it was decided to give it a go!

Gathering at Fair Oaks Mall for the short drive to Reston were: Ken & Helen Burns and granddaughters Emma & Ann Weber (‘41 Deluxe Woodie); Frankie Martin (‘51 Custom Tudor); Jim Nice (‘51

Victoria Hardtop); Jerry Atkins (‘65 Mustang); and Hank & Cindy Dubois (‘35 3-Window Coupe). Wayne & Jane Chadderton (‘53 Convertible) and Dave & Barbara Westrate (‘39 Standard Woodie) drove directly to Hunters Woods and were there to meet the rest of us when we arrived. As we parked our cars in the spots reserved for us, we could hear (and feel) the enticing sounds of popular songs from the late ‘50s/’60s coming from a disc jockey’s set-up! The stage was definitely set to bring back a lot of memories – cool!

The location for the picnic/cook-out was a covered pavilion adjacent to the community’s parking garage entrance and the event director wanted to showcase a couple of our cars there. The oldest car (my ‘35 Coupe), the newest car (Jerry’s ‘65 Mustang) and a Woodie (Dave’s ‘39 Standard) were selected and parked together at this spot.



Jerry’s ‘65 Mustang and Hank’s ‘35 Coupe near the pavilion



Dave’s ‘39 Woodie near the pavilion

The other four cars were parked nearby along the community's driveway so that residents could easily check them out.



Jim's '51 with admiring resident and other V-8s parked along community driveway

I had brought along a handful of *V8 Times* magazines, some NVRG informational material, and some vintage AACA magazines for interested residents to peruse and these were displayed on a table behind our 3-car display.

This event proved to be very successful. We witnessed quite a few residents having their pictures taken with our cars, and we were kept pretty busy at times answering questions about our cars or listening to residents tell us about their experiences with cars like ours "back in the day."

I had my rumble ("rumple") seat open and got a number of inquiries and comments about it. Residents were intrigued that the rear window of the car rolls down so that conversation can be had (or not) with rumble seat passenger(s)!



Hank interacting with residents

Our group joined in for lunch and were treated to burgers, dogs, chicken cutlets, salads, beverages, a very nice dessert buffet – and an open bar with your choice of beers, ales, and wines.



Chow time – Bar and dessert buffet not in photo

With the '50s/'60s music in the background and the vintage Fords in view, you could almost (with a little imagination) feel the years rolling back to a simpler time when most of us were in our teens and early twenties.

After lunch, we had our picture taken by the event director (see photo next page). Then it was time to depart and, to our surprise, it was almost 2:00 PM... We were only scheduled to be there until 1:00 PM, so I'd say we had a pretty good time. Dave needed a jump start due to an old and weak battery and, after that, we were all good to go for the drive back home before the threat of rain materialized. All in all, it was a fun day – a big thank you to the NVRG members who came out to make this a successful event.



NVRG group (L. to R.): Jerry, Frankie, Jim, Barbara, Wayne, Dave, Jane, Cindy, Hank, Helen, Ken, Emma, Ann

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19th Annual NVRG Poker Run, Saturday, April 22

By Susan Randall

Ahh, Spring! After a four-year break from our last Poker Run, it was time to get our old V-8s out for a drive to parts unknown for the 2023 NVRG Poker Run. Unfortunately the outlook was for rain, so everyone drove modern. No problem! Participating NVRG members were: Ken & Helen Burns, Bill & Liz Simons, Gay Harrington, Dave & Susan Skiles, Jim & Kathy Nice, Jim & Connie Baker, Keith & Susan Randall, Frankie Martin, Dave & Sarah Gunnarson, and Hank & Cindy Dubois. Our group, including Frankie Martin's granddaughter Caroline Carroll, her husband, Ray, and two great-grandchildren, Blair and Ryker, gathered at 9:00 AM at Fair Oaks Mall for a briefing, travel directions, and set off.



Frankie Martin with granddaughter Caroline, her husband Ray and great-granddaughter Blair. (Great-grandson Ryker was still asleep in the car.)

In our car there was minimal squabbling over directions, which is always a plus. 😊 I tend to have issues telling my right from my left sometimes (there is a reason for this, but Mr. Randall doesn't really buy my explanation). I kept my eyes peeled for visual clues to help us fill out the answers to the trivia questions – and caught most of them. From the mall, we drove west through Centreville, through Gainesville, to Haymarket. Did you know there is a brewery in Haymarket where you can practice your axe throwing skills? What could possibly go wrong?? From there we drove the bucolic backroads through Warrenton, Orlean, Hume, and Marshall to the tiny village of Rectortown.



Somewhere between Warrenton and Marshall.

At the Rectortown Depot we learned about the "Death Raffle," a horrific event which occurred on November 6, 1864, upon the orders of Lt. Col. John S. Mosby to settle a blood debt with Gen. George Armstrong Custer. For the macabre among us, look it up – it's online.



Rectortown Depot - A Confederate prison for Federals as well as Col. John Mosby's Headquarters

One takeaway from the card distribution sites is that our four-year break led to a bit of confusion, as people didn't arrive when expected, but we managed regardless. From Rectortown, we meandered to Upperville to Hunter's Head Tavern for lunch, where it started to rain, followed by the opening of our Poker hands.

There was drama ensuing, mostly mine, as I failed to follow Hank's very clear instructions to only open one hand of cards at a time and was disqualified! But we did have winners. Poker: Gay Harrington – Three 7s; Frankie Martin – Two pair, 4s and 9s; and Jim and Kathy Nice – Two pair, 2s and 7s. For the Trivia portion: Susan and Keith Randall (YAY!) – 34 of 38; Frankie's granddaughter Caroline – 33 of 38; and Susan and Dave Skiles – 31 of 38. A great time was had by all!

CLEM CLEMENT 4-PART SERIES



Train
Collectors
Association™

This 4-part series, authored by Clem Clement in 2022 and published by WB&A's *Trolley*, has been approved for publishing elsewhere by Carol McGinnis, *e*Train* Editor. *e*Train* is TCA's online magazine "available to train collectors, hobbyists, and the public..." Part 1 appears in the May issue of the *Valve Clatter*; Parts 2–4 will appear in subsequent issues. Articles appear as originally written.

HOMEMADE TRAINS AND ME! Part 1: The Beginning.

*e*Train* Issue: Jun 2022 | Posted in: [1900-1942 PreWar Era](#), [1945-1969 PostWar Era](#), [Collecting](#), [TCA Adventures](#)



STOMPER Around the Universe

STOMPER in the back. In front and to the left is Verdant Detector (VD); To the right is Sam, Son of STOMPER (SSOS); Front is Crane crane(Cx2). It has infinitely extendable crane length by freezing hook-chain straight forward with Krylon IV.25. Physics of retrieving stiff chain is company secret. (Only worked on Tzossdays before 1:30 pm.). Cx2 last mission retrieved on known 1961 Edsel left hubcap.)

Clem Clement TCA# 64-987

In my later years I have become fascinated with homemade trains, particularly standard gauge. They speak to me. I listen to their stories and feel their love. Crazy you say? Sure. Perhaps you see slopped paint, wrinkled tin, flaking cardboard and a mess. I see love; the love of someone who built the piece and the love of those who received it; the care of those who played with it; the ingenuity, creativity, and skill of the builder; the memories of those who

held on to it through the years; and perhaps the sadness of letting go of those who have passed on.



Blue Comet #423



Arno's Blu Comet: One time, the late Arno Baars gave me a pile of Blue Comet obsy parts and asked "Could you have this assembled by noon (fav Q of mine. Most homey-dids we find have lost wheels and parts) Well, several years after Arno passed, I finally "got 'er done." We don't have a history on this piece. It is a collection of passenger-car body slices from more than one donor. Some of the window inserts are O gauge. It clearly was assembled and then disassembled again. The sections added length to the car. Six-wheel trux carried the load. The interior sections had been repainted and the livery blanks were white, so the car is named Arno Baars #423. The base has 7 sections and 3 interior lights. 18 inches long not counting the couplers. The crown of the roof is in 3 sections; edges two. three mounting lugs. Two small bathroom doors per side at the front and one picture window per side in back connected to the Obsy platform for better viewing/being seen. Somebody worked hard on this beaut!



Back in the day I wanted more Standard gauge freights. I had a Lionel #8 and several 500 series. Passenger cars as well. As I have spoken on my writings, we lived in the next block from a Piggly-Wiggly grocery. Their trash area was in line-of-sight of my back fence. Every day on the way home I passed the piles of boxes and knew by label which were contained the best wooden sides and ends some were too flimsy or poorly constructed. The Piggly Wiggly Super Market was my supplier. I would raid the trash pile behind the store and race home. Wash the squished grapes or fruit mush off the boards, dry them and remove the nails.

Many had one-inch wooden ends, which I harvested. The construction nails I liked were small 1.5 inch flat head tenpenny nails. I had a special nail puller that would snatch the nails out quickly. Then pop with a hammer on concrete to straighten them and into the nail can, they went. I still have a ½ jar. Slats for sides and thick ends for bases magically appeared. Straighten the soft nails and we are ready. Twine used woven between the nails makes a gondola; cut thread spools on dowels and you have flanged wheels. Or the common wooden cheese box when wheeled, was a strong standard gauge gondola. (Lionel's first gondola's were modeled after cheese boxes. I use such today to hold small tools in my Model A Ford.) {Photo goes with this story}

I built 2 freights: A gondola and a tanker using the cut 1' food-crate ends as bases. For the gondola, I lined up longer nails vertically close together along the edge of the base and used asparagus-wrapping cloth ribbon twine interlocked around the nails. For wheels, I cut wooden thread spools in half and used window curtain hangers for mounting the coat-hanger axles. It made a nice 4-wheel trucked gondola to carry other spools, marbles, pet frogs, etc.

The tanker was a learning situation for me. Same base and wheelsets. I chose a 3" diameter oak branch cut to length for the tank. Guess what: oak limbs don't like 4" ten penny nails. Hand drilling was necessary, but slow and I bent a few rusty nails. Somewhere, much later they went away, so recently I duplicated the effort.

I can think of many reasons for building a train piece. A set has a broken car with no way of replacing it. The cast body of a Lionel or IVES tender explodes due to age and an improper mix of metals.

You need a replacement but you can't part with what is left of original piece. Money is short, a suitable replacement can't be found or you just want to build something unique to your life. Building just for fun is a powerful reason. Whatever your reason, the handyman and dreamer in you gets busy.

A great quandary of mine, as I look at these wondrous pieces, is what came first: the junk parts that a visionary saw as a new gondola, engine or water tower or conversely, the train owner/builder in need of a certain car, who then chased after the parts? We may never know the true story but only have the joy of imagining the story to go with the train piece. A fellow I know grandfather said one day "Grandson, do you want to go out to the barn and build a steam engine out of some junk I have?" He still has it and it runs fine. Part of my fun is figuring out where the parts came from that were used to construct these pieces. A tennis ball tube clearly can become a tank car. A soup or pineapple can is destined to morph into a water tower. But who would'a think that macaroni makes cool looking loco trim and fittings, pin heads make rivet heads, dowels make axles, and toy car tires make brake wheels? It gets tougher when they used Kiwi shoe-shine can-tops for water tower tops or pearl stick pins for headlight bulbs.



Body is tarnished tinplate. Motor is clock frame with 30 pitch gears. Builder used no frame, thus erector beams being installed.

Wheels were a challenge for many creations, so in many cases old trucks from a busted train were selected to build/rebuild a found piece from the trash can. What did I use as a boy? For a base I used the end of an orange crate. Remember those good pine ends? Remove the cheap nails and there you go.



Sam, Son of STOMPER STG Yard engine
History unknown. Motor modified IVES standing motor. Imbedded headlights.

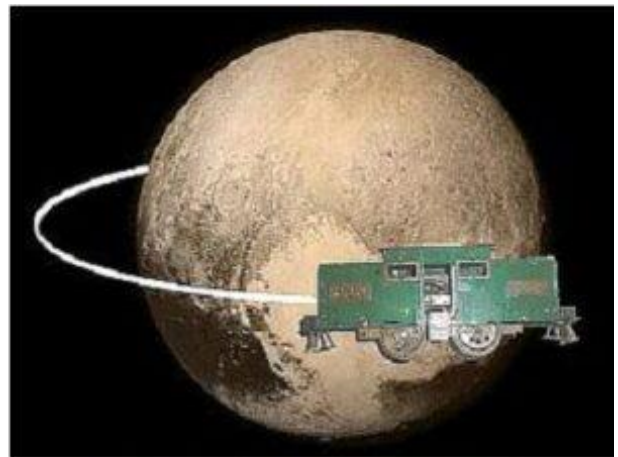
For me, even paint had to be found. I lived in Brigantine, NJ, during the war I would run the beach looking for cans and bottles of ½ empty paint that washed up on the shore. A quart jar washed in one day and I was thrilled. I had my trash-can find of a Lionel # 29-day coach that needed repaint and that was the ticket. (The paint had been so shaken up by the ocean that although I saved the jar for 20 years, the paint never separated or hardened in the jar.)



Huge hook-powered 12x 200 series wheels. Modified #810 O gauge crane in front.

When a homemade piece finds its way to me, I clean it and fix anything that was damaged from the way it was built. Loose and hanging trim gets fixed. (Ted Maurer believed do not fix/replace anything as it altered the originalness of the piece. One of the last pieces of guidance given to me by the late great Lou Redman was to try to keep members from upgrading trains by replacing/adding better parts as

needed. That is “altering the piece and in his mind and the piece should be so marked. He was right!) Dents and wrinkles removed if the paint can stand the work. I try to remove rust, unless it adds to the provenance. I don’t repaint. The more patina the better! I use a lapidary tumbler on parts like the wheels which, if original, were usually plated. and many circumstances the wheels and trucks were from a toy train manufacturer and were removed by someone before I got it, for use on an original piece.



Stomper sling—shooting Pluto enroute to York.



Home brew Bobber caboose with commercial wheels, journals, and couplers

Whatever gauge, manufacturer, of type of train you collect remember it started in someone’s imagination and lived in their hearts. I hope our little ones are already hard at work building the trains of the future as they play and grow. Take time to share in their joy, encourage their dreams and help them to continue to make history so our future as hobbyists never fades.

CLIFF GREEN TOOL AUCTION

Cliff Green Tool Auction to Benefit NVRG

Long-time NVRG member Cliff Green recently moved from his spacious house in Fairfax Station to a smaller living space with no garage. He downsized many things including his tools. He has graciously donated his extra tools and equipment to the NVRG and I volunteered to offer his tools for sale to the club.

A list of tools (117 lots) with a short description and a suggested price for each follows. Various images depict each item being auctioned and its respective lot number. All tools are in good condition, no junk. There are some specialized tools for flatheads and an awesome rolling toolbox with locking upper cabinet.

If you are interested in purchasing any of these tools here's what you do: Send me an email listing the lot number(s) and the amount you are willing to donate to the club for each item any time from now until the close of bidding on May 8 at 8:00 AM.

I will keep track of the time and date of your email and your price(s). If there is more than one bid for an item, the higher bid will be taken and in the case of a tie the earlier bid. I will send out an update to the list with the current high bids on the weekend of April 29-30. You can also contact me if you want the current status for a particular item. You can up your bids at any time. Don't forget, this is to benefit NVRG, and 100% of the proceeds will go to the club.

Close of bidding - 8:00 AM, May 8. I'll post the names and final prices that night.

Distribution – Pickup – Payment Opportunities

1. Come to my house at a mutually agreeable time.
2. Come to the May 9 NVRG meeting at Green Acres in Fairfax.
3. Contact me if neither of these works for you and we can work out special arrangements.

Make checks payable to NVRG or bring cash. Contact me if you have any questions.

Dave Gunnarson, gunnarson@verizon.net,
571-776-6393

| Lot | Description | Suggested |
|-----|--|-----------|
| 1 | Rubber mallet - 12" handle | \$2 |
| 2 | Leather head mallet - | \$2 |
| 3 | Rubber mallet - 12" handle | \$2 |
| 4 | Rubber and Plastic hammer | \$2 |
| 5 | Tack hammer | \$2 |
| 6 | Two small clock hammers | \$2 |
| 7 | Body hammer | \$2 |
| 8 | Body hammer | \$2 |
| 9 | 5 pc snap ring plyers | \$5 |
| 10 | 10" crescent wrench | \$3 |
| 11 | 3" crescent wrench | \$2 |
| 13 | 1-7/8" x 1-1/16" open end box wrench - craftsman | \$1 |
| 14 | 1" x 15/16" open end box wrench - craftsman | \$1 |
| 15 | 3/4" x 7/8" open end box wrench - craftsman | \$1 |
| 16 | 13/16 x 25/32" open end box wrench - craftsman | \$1 |
| 17 | 9/16" x 1/2" open end box wrench - craftsman | \$1 |
| 18 | 7/8" x 3/4" open end wrench | \$1 |
| 19 | 7/8" combination wrench - crescent | \$1 |
| 20 | 3/4" combination wrench | \$1 |
| 21 | 5/8" combination wrench | \$1 |
| 22 | 9/16" combination wrench - craftsman | \$1 |
| 23 | 1/2" combination wrench - craftsman | \$1 |
| 24 | 1/2" x 9/16" flare nut wrench - craftsman | \$1 |
| 25 | 25/32" x 5/8" open end wrench | \$1 |
| 26 | 9/16" x 1/2" open end wrench - husky | \$1 |
| 27 | 3/4" x 11/16" open end wrench | \$1 |
| 28 | 1/2" x 9/16" open end wrench | \$1 |
| 29 | open end wrench | \$1 |
| 30 | 9/16" x 11/16" open end wrench | \$1 |
| 31 | open end wrench | \$1 |
| 32 | 1/2' x 19/32" open end wrench | \$1 |
| 33 | 1/2' x 19/32" offset open end wrench | \$1 |
| 34 | 11/16" x 5/8" box wrench | \$1 |
| 35 | 3/4' x 11/16" box wrench | \$1 |
| 36 | 5/8" x 3/4" box wrench | \$1 |
| 37 | 6 punches | \$5 |
| 38 | set of 5 punches | \$5 |
| 39 | wire cutting plyers | \$2 |
| 40 | needle nose plyers | \$2 |
| 41 | wire cutting plyers | \$2 |
| 42 | needle nose plyers | \$2 |
| 43 | off set spring pleyer | \$1 |
| 44 | wire cutting plyers | \$2 |
| 45 | three offsest screwdrivers | \$1 |
| 46 | lot - assorted allen wrenches | \$3 |
| 47 | surgical clamps (2) | \$2 |
| 48 | electrical plyers | \$2 |
| 49 | set various files | \$5 |
| 50 | 2 Johnson tappet tools | \$4 |
| 51 | 10" channel lock plyers | \$4 |
| 52 | set of 5 plyers - craftsman | \$5 |
| 53 | spring plyers | \$1 |
| 54 | ignition wrench set and other related tools | \$5 |
| 55 | various taps and dies | \$4 |
| 56 | 1/4" drive socket set SAE and Metric | \$5 |
| 57 | Phillips screwdriver - Craftsman | \$2 |
| 58 | Phillips screwdriver - Craftsman | \$2 |
| 59 | Phillips screwdriver - Craftsman | \$2 |

| | | |
|-----|---|-------|
| 60 | Phillips screwdriver - Craftsman | \$2 |
| 61 | Straight screwdriver - Craftsman | \$2 |
| 62 | Straight screwdriver - Craftsman | \$2 |
| 63 | Straight screwdriver - Craftsman | \$2 |
| 64 | Straight screwdriver - Craftsman | \$2 |
| 65 | Awl - Craftsman | \$2 |
| 66 | Small vicegrip | \$2 |
| 67 | Forming die vicegrip | \$3 |
| 68 | Vicegrip - Craftsman | \$3 |
| 69 | 9/16" x 1/2" wratchet wrench - Craftsman | \$2 |
| 70 | 3/8" drive wrench - craftsman | \$2 |
| 71 | 3/8" drive wrench | \$2 |
| 72 | 3/8" drive wrench | \$2 |
| 73 | 3/8" drive wrench | \$2 |
| 74 | 1/2" drive wrench | \$2 |
| 75 | 1/2" drive wrench - Craftsman | \$2 |
| 76 | 3/8" drive wrench - Snap On FV71M | \$25 |
| 77 | 3/8" breaker bar | \$5 |
| 78 | 3/8" breaker bar - 18" Craftsman | \$3 |
| 79 | 1/2" nut driver | \$1 |
| 80 | 1/2" extension - 5" | \$1 |
| 81 | 3/8" extension - 3" | \$1 |
| 82 | 3/8" extension - 3" | \$1 |
| 83 | 3/8" extension - 3" | \$1 |
| 84 | 3/8" extension - 10" | \$2 |
| 85 | 1/2" extension - 10" | \$3 |
| 86 | 1/2" universal - Craftsman | \$2 |
| 87 | 3/8" universal - Craftsman | \$2 |
| 88 | 1/2"-3/4", 1/2"-3/8", 3/8"-1/4" reducers | \$3 |
| 89 | 1-1/2" 12 point 3/4" drive socket | \$2 |
| 90 | 1-3/8" 12 point 3/4" drive socket | \$2 |
| 91 | 8 piece 6-point deep socket set - Craftsman | \$8 |
| 92 | Assorted SAE and Metric 1/4" drive sockets | \$3 |
| 93 | Assorted 6 point sockets | \$6 |
| 94 | Assorted 12 point sockets | \$6 |
| 95 | Assorted deep sockets | \$6 |
| 96 | Torx drive set, two drive handles, extras | \$6 |
| 97 | Assorted tools | \$2 |
| 98 | Special wrench | \$1 |
| 99 | Ford M-40-17017 sparkplug and head nut wrench | \$8 |
| 100 | 7/16" x 1/2" box wrench - Craftsman | \$2 |
| 101 | Flathead head nuts | \$1 |
| 102 | Wheel nuts | \$1 |
| 103 | Box No. 8 x 1-1/2" drive screws | \$1 |
| 104 | Box No. 6 x 1-1/4" screws | \$1 |
| | Box truss head drill screws No. 8 x 1-1/4" - unopened | \$1 |
| 105 | | \$1 |
| 106 | Box truss head drill screws No. 8 x 1-1/4" | \$1 |
| 107 | Bag assorted hook screws | \$1 |
| 108 | Bag assorted lag screws | \$1 |
| 109 | Box assorted bolts | \$1 |
| 110 | Bucket assorted hardware | \$1 |
| 111 | 37 piece tap and die set - Craftsman | \$15 |
| 112 | Capacitor tester | \$5 |
| 113 | Cordless drill and charger | \$5 |
| 114 | Paint spray equipment | \$5 |
| 115 | Multi Meter and other meters | \$5 |
| 116 | Transit Survey in wood box | \$5 |
| 117 | Rolling Tool Box and Upper Drawer Unit | \$150 |

Editors' Note: The images are presented as they fit best within the space allotted. For optimum/close-up viewing of the items and their respective lot number, you may want to increase the size of the page to further enlarge the photos and see the lot number indicated on each item.



ITEM 117



ITEMS 1-8



ITEMS 9-36

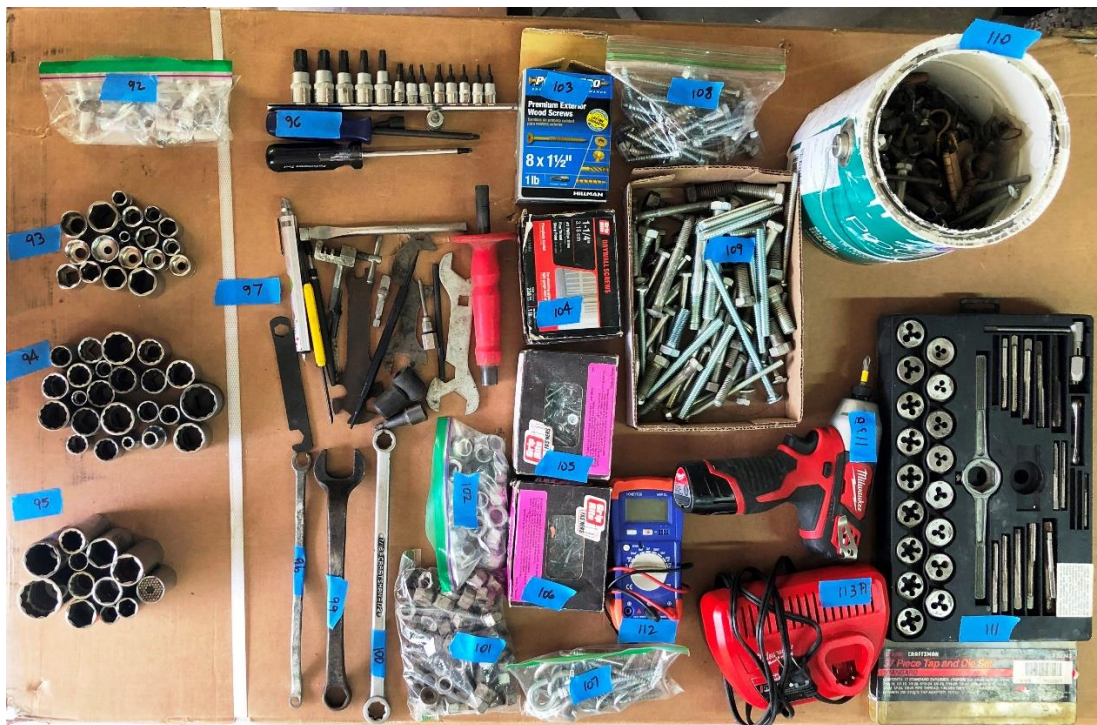


ITEMS 37-55



ITEMS 56-91

Note: The black metal container with 8 sockets at the top of the photo was inadvertently labeled as item 85. It is actually item 91.



ITEMS 92-113 (A and B)



ITEM 114



ITEM 115



ITEM 116

LICENSE PLATE TYPES AND HOW TO GET THEM

Two articles follow to help you 1) understand the different types of license plates for your EFV-8 and 2) how to find them.

Virginia Vintage License Plates for Early Ford V-8s by Dave Gunnarson

In Virginia you can register your EFV-8 with the correct original license plates for the year your Ford was produced. These license plates are called "Vintage" plates. You can also use regular newly issued Virginia license plates or Virginia Antique plates. Each of these three types of plates has different rules and requirements (see the table).

Until 1973, license plates were issued with the year embossed on the front along with the word *Virginia* and the plate letter-number combination.



If you have a matched pair of license plates originally issued by DMV for the year your car was manufactured, you can bring them to DMV for their inspection and use them to register your car. These are classified as Vintage plates by DMV and any vehicle manufactured before 1973 is eligible.



Starting in 1973, Virginia no longer included the year on the plate, so cars older than 25 years can use Antique plates or newly issued Virginia license plates. There are two styles: white letters on a black background or blue on a yellow background.

When registering Vintage plates for your EFV-8 with the DMV, there is no requirement that the plate number be verified or checked for use on another vehicle. Because the year is included on the Vintage plate, the plate number for each year is unique. For example, a 1935 Virginia plate number 601 and a 1949 Virginia plate number 601 can be used at the same time on a 1935 vehicle and a 1949 vehicle, respectively. DMV will appropriately check plates submitted for vehicles built after 1972, since there is no year distinction embossed on the plate, but this is not required for 1972 or earlier plates.

| Plate Type: | Vintage and Antique | Regular |
|----------------------|---|---------------------------------|
| Use Limitations | Participation in antique car club activities, exhibits, tours, parades, and similar events. | None |
| | Testing operation, obtaining repairs or maintenance. | |
| | Occasional pleasure driving not to exceed 250 miles from your home. | |
| Use Restriction | May not be used for general daily transportation including driving to and from work. | None |
| Registration Fee | One-time \$50 fee | Annual fee |
| Safety Inspection | Not required | Annual |
| Emissions Inspection | Not required | Every 2 years in some locations |

For more information, visit the Virginia DMV web page at:

www.dmv.virginia.gov/vehicles/#antique.asp

Enjoy the collage of Ford flathead Vintage Virginia license plates on the next page.



License Plates, Lost and Found

By Bill Simons

I recently drove my '49 Ford convertible home from its winter storage location, about a 60-mile trip, at mostly high speeds on interstates. I never really looked at the front of the car before the trip, and it wasn't until the next day that I noticed that my two license plates were missing from the front bumper. One plate was my original Virginia 1949 aluminum plate and the second was an original 1949 Arlington County plate attached to the top of the state plate. They must have fallen off during the trip home.

My first thought, following frustration, was how was I ever going to replace them. I needed a front state plate to be legal in Virginia. The county plate is not required but was a rare item and I had never seen another one, before or since.

I thought I had seen an ad in the AACA magazine for a company that reproduced license plate, so I went online and, voilà, I found licenseplates.tv. They had every state plate available from 1937 forward. At a cost of \$125.00, they reproduced an exact duplicate of my lost plate in about a week.

I thought finding another Arlington County '49 plate would be very difficult, if not impossible.

But on my first search on eBay, bingo!! There was one for sale in solid, but not perfect, condition for \$29.00. I love the "Buy it now" button!

Here are my two new plates.



TWO NOTICES OF INTEREST

Honoring the life of Steve Groves

Date: May 28
Time: 1:00 PM – 5:00 PM
Location: Steve and Diane's home, 6312 Marywood Rd., Bethesda, MD.

Toasting Steve to occur at 1:30 PM.

If you plan to attend, please notify Diane at dyana-mo@hotmail.com.

=====

60th Anniversary Grand National Event

Caravan to Dearborn, June 11 to 17

Several club members will be driving to Dearborn for this event, leaving early on June 11. So far, those going are Terry Thomann, Leo Cummings, and myself, with John Ryan and Hank Dubois as passengers.

The current plan is to meet up at the overlook rest stop on I-270 just south of Frederick. If any others are interested in joining us please let me know. The more, the merrier!

Contact: Bill Simons at bsimons@rustinsurance.com
202-734-2211.

NVRG May Membership Meeting Program



HOW TO USE YOUR COMPUTER SAFELY Presented by Milford Sprecher

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 May membership meeting, Milford Sprecher will provide an overview of ways you can enhance your safety online and avoid being a victim of digital predators. Hope to see you there.

Date: May 9, 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

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. 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



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



Flat-o-Matic Automatic Transmission Adaptor by Cornhusker. Use a C-4 behind a 8BA or 59 with bell housing adaptor. Asking \$300. Contact **Nick Arrington** at 703-966-8422. (11/23)



1951 Ford 6-V radio. 1 year only design. Reported to be rebuilt. Asking \$200. // **'48-'50's used truck heater box/fan assy**. No duct work. Might be genuine Ford. Asking \$100. Contact **Al Edwards** at alfromva.com. (11/23)



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 (pictured); 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 (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 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 (2 bulbs) and Deluxe (1 bulb) versions available. These are new Drake reproduction original-type reflectors in original sealed packages and 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. (07/23)



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)



Four beautiful 1950 Ford Crestliner hubcaps: No road rash, dents, dings. Only need touch-up on the black painted circles and Ford name. Polishing would make them show quality. Perfect for a nice driver car. \$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



| May | |
|------|---|
| 9 | Membership Meeting – 7:30 PM. Program: How To Use Your Computer Safely; Presenter: Milford Sprecher; Location: Fairfax Green Acre’s Senior Center (see details in this issue). |
| 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. |
| July | |
| 11 | Membership Meeting – 7:30 PM. Program: Grand National Meet Review; Presenter: Membership; Location: TBD |
| 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 . |
| 18 | VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators. |
| 25 | NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend. |

| Looking Ahead! | |
|---|--|
|  |  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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