


www.nvrg.org

Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

Volume XLV, No. 6, June 2023

Editors: Nick Arrington & Stephanie Beavers

MAY MEMBERSHIP MEETING

Auctions and Computer Security

By Dave Gunnarson

The May membership meeting began with a distribution of tools from the Cliff Green Tool Auction. Cliff generously donated tools not making the move to his new home, with all proceeds going to NVRG. Over \$750 was raised from this effort. Thanks, Cliff! But wait, that's not all. Cliff brought about a dozen more Ford-themed items to the meeting for club members to benefit the club. This included a magnetic NVRG sign, a woodie table lamp, woodie-themed ceramic bookends, a Ford jigsaw puzzle, a 1937 hubcap, books, magazines, and more. A spontaneous auction just before breaking for refreshments, provided by Bill Simons, raised another \$75! You never know what might happen at a membership meeting! After a short business meeting and social refreshments, Milford Sprecher gave a presentation on how to use your computer safely. (See page 3.)



Cliff Green donates a one-of-a-kind Ford distributor table lamp to be included in the Grand National Meet raffle room in Dearborn in June.

IN THIS ISSUE

President's Message	Page 2
Fairfax City Car Show	Page 5
Connections	Page 12
Out and About	Page 15
Tech Tip	Page 24
Automart	Page 27
Events Calendar	Page 29



Up Front with the President

June 2023



President's Message June 2023

What a fantastic start to 2023 for NVRG! First, we returned (at long last) to in-person membership meetings in January. Then we had our three driving tours in April and Fairfax car show in May. More fun activities to come.

The Fairfax car show was a total success with great weather and a decent turnout of cars and participants. Thanks to Dave Westrate for managing our role in the event and to all the NVRG volunteers who contributed to the event's success on show day.

The Grand National meet in Dearborn is fast approaching. In addition to NVRG members attending, we will support the event by donating a raffle basket containing an attractive group of Virginia-sourced food and other items. Thanks to Gay Harrington for creating our basket. Details will be in the next issue.

The Sully car show will be the Sunday (Father's Day) following the Grand National. I look forward to seeing many of you there.

In case you missed it, dues for the National EFV-8 Club have changed. The change was briefly mentioned in the President's Message in the March/April issue of the V-8 Times. Unfortunately, the new cost structure itself was not included in the magazine. Here's what you need to know:

	<u>2022</u>	<u>2023</u>	<u>3 years</u>
Regular Membership:	\$35	\$45	\$125
Joint Membership:	\$38	\$50	\$135
Digital Membership:	\$30	\$25	(N/A)
Membership w/o V-8 Times or Roster	\$10		

The changes appear to more accurately reflect the cost difference between print and digital copies of the V-8 Times. I wonder if there are many more folks opting to go digital.

Our **June membership meeting at the Green Acres Center Senior Center will be on the first Tuesday – June 6** – to avoid conflict with the Grand National. At the meeting, Dave Gunnarson will describe his journey in writing his magnum opus: the new 1935-36 truck restoration book. It's a unique story of V-8 discovery.

Best V-8 regards,

John

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

Cybersecurity for Old Car Enthusiasts

By Milford Sprecher

The program for the May monthly meeting featured a presentation on cybersecurity by club member Milford Sprecher. The genesis of the presentation was some scam emails sent to the Model A Ford Club board members asking for gift cards. The idea was to provide club members a brief overview of staying safe online.

The first thing to remember is that there is no perfect security online. There are thousands of people worldwide, some even government actors, who are trying to hack systems for financial and other gain.

In my view, there are seven primary rules to follow to stay secure and safe online. These are:

- Use strong passwords
- Be careful with email
- Enable two-factor authentication
- Maintain antivirus protection
- Keep your software updated
- Clear your cache (history of sites you've visited)
- Beware of public WiFi (Starbucks, McDonald's, etc.)

The most important rule is to use strong passwords with your online accounts. The way to do this is:

- Use letters and numbers, capital letters, plus symbols such as !#\$
- Try something that is easy to remember, like a phrase: Ihavebut1life2give#
- Use different passwords for each account
- Change passwords periodically
- Use a password manager

The workplace rule is not to write down your passwords. At home I think it is fine to keep track of your passwords as long as they are not stuck to a note on your computer. You can buy a password manager that creates and manages your passwords, but there is a cost and you would need to have that manager on all your devices. That is not hard to do, but it does take some time to manage your passwords. Some browsers will create and track passwords for you, but they are not as capable as a password manager you can purchase.

A password of eight or ten characters is probably enough, but make sure to use letters, numbers, capital letters and a symbol in whatever you come up with. The longer the password, the better.

While password managers help manage passwords, even the password manager companies can get compromised, as LastPass was at the end of last year. Other password managers include Dashlane, which has a free version, and 1Password, which is what I use.

The second rule is to be careful with email. All sorts of scams and phishing attacks come from email. Be careful of all email and be wary of email from those you do not know. People try to masquerade as banks, software companies (Microsoft, Norton, etc.), and your friends and family. It's safe to assume that any email that requests money or gift cards is fraudulent.

When you are suspicious of an email, hover your cursor over the name and the email address will appear. If it is not the person or organization named, then it is a scam. Be sure not to open these emails and definitely don't click on any hyperlink in the email. Another important tip is to be careful when asked to use Venmo or Zelle to transfer money. Those companies tell you to only use them with people you know. PayPal is more secure and you have some guarantees. There is a fee per transaction, but at least you have some ability to get your money back if there is a problem.

What to watch out for in scam emails:

- Items you didn't order (Norton Anti-virus protection), etc.
- Odd requests from people you know (gift cards, money, etc.)
- Poor grammar and spelling in messages
- Wrong email addresses

What to do if you get a scam message?

Report spam or scam messages to your email provider. There should be an easy way to do that in your email program. You can tag it as a scam email or phishing so you won't get any more messages from that email address. It is easy for the scammers to get another email address, so blocking that address probably won't do much; but it only takes a few seconds to tag and report it, so I recommend doing that. I have also notified the company that the

message supposedly came from, just to let them know.

Enable two-factor authentication when it is available.

Two-factor authentication sets up a two-step process where, after you log on, you will get a message via email or text with a six-digit code that you enter on your device. This is an extra layer of security protection that protects both parties.

Captcha is an authentication program that is used when you sign on to a site that has you identify bridges, cross walks, bicycles, etc. out of a group of photos. This is to prevent bots from signing up or on to the site.

Maintain anti-virus protection.

Viruses don't seem as widespread as they once were, but I mostly use Apple products; whereas, systems that use Microsoft operating systems are at much greater risk of compromise. Most operating systems have some level of antivirus protection, but third-party antivirus is better than the native antivirus that comes with your computer. The most common products are Bitdefender, Norton Anti-virus, and McAfee. They have a yearly subscription fee, but first-year discounts are available.

If your system is compromised, there is a very good free program, Malwarebytes, that cleans viruses from your computer. You can pay for an enhanced version, but the free version does a good job. Download it if your computer is running slowly.

Always download security updates when they are available.

Software updates typically fix bugs and provide security upgrades, to make sure to have the latest version of your operating system running on your device. This is often automated, but be sure to update when you can.

Check your data breach status

You can find out if your data is compromised by looking on <https://haveibeenpwned.com>.

Delete browsers cookies and clear your browser history regularly.

This clears out cookies you do not need, and/or are outdated and taking up space. On Macs there is a History tab and you can clear history there. For Microsoft, go to Settings>privacy, search and services

to clear your history. When logging onto a site, you are asked to approve the cookie settings. You can customize that approval so that you are not tracked for ad purposes.

Be careful with public WiFi

This may not be as important as it once was, but you may want to install a VPN (virtual private network) or use a hot spot on your phone rather than public WiFi. This is probably more important overseas than in the U.S.

There was a recent notice by the FBI to beware plugging into public charging sites with your USB charging cord. The USB (Universal Service Bus) is a multifunction connection, so it is possible for a bad actor to access your device through its USB connection. Better to take your charge plug with you.

This summarizes what I think are the most important cybersecurity measures you can take. As I said earlier, nothing is foolproof, but it's important to do what you can to keep your online life secure. Below are some references that provide more information on most of the topics I have provided. Some require subscription. I have found that *Consumer Reports*, the *Wall St. Journal*, and the *Washington Post* have good information for most users. An internet search will identify other sources of information should you want to learn more.

- https://www.wsj.com/articles/the-best-password-managers-and-security-tips-how-to-solve-your-login-problems-11615122001?mod=article_inline
- <https://www.wsj.com/articles/how-google-and-apples-free-password-managers-compare-with-1password-dashlane-and-others-11626012003>
- <https://www.pcmag.com/picks/the-best-free-antivirus-protection>
- <https://www.pcmag.com/how-to/12-simple-things-you-can-do-to-be-more-secure-online>
- <https://www.pcmag.com/picks/the-best-free-password-managers>
- <https://www.pcmag.com/picks/the-best-antivirus-protection>

- <https://www.npr.org/2020/10/09/922262686/your-technology-is-tracking-you-take-these-steps-for-better-online-privacy>
- <https://www.consumerreports.org/products/password-managers-200399/password-managers-200401/recommended/>
- <https://us.norton.com/internetsecurity-privacy-should-you-delete-cookies.html>
- <https://www.kiplinger.com/personal-finance/lastpass-hack#:~:text=>
- <https://www.malwarebytes.com/blog/news/2023/04/dont-plug-your-phone-into-a-free-charging-station-warns-fbi>
- <https://www.consumerreports.org/electronics-computers/vpn-services/should-you-use-a-vpn-a5562069524/>

FAIRFAX CITY CAR SHOW – FOUR TAKES + PHOTOS

1) Fairfax City Car Show – May 20, 2023

By Dave Westrate

This car show has been a significant annual event for our club for over 20 years now. The show was canceled for the past three years due to COVID and a rainout last year. So, getting fired up again this year was a big deal, and all eyes were on the weather. For most of the week before, prospects for rain were unnerving, but the sun came out and we had a beautiful day with the rain holding off until later that night.

First, I want to thank the Fairfax City Parks and Recreation staff, Mitzi Taylor, Events and Athletics Manager, and her assistant, Deanna Payne, for all their hard work this past year to organize the show and manage registration, trophy, sponsors, dash plaques, publicity, and so much more. The city has always been co-hosts with the NVRG, and we are especially grateful for the effort Mitzi and Deanna put into the show every year.

The show was very successful as all parking slots were taken with a wide variety of classic cars. We were all impressed with the steady flow of people and the large number of children. This was due in part to special programs for the kids put on by the police and fire departments. The fire department

had their smoke trailer again to teach people how to exit a burning building.

The police department had a patrol car for the kids to put their hand prints on. They also had a special area to teach children bike safety and the rules of the road in a street layout. As always, the Knights of Columbus provided the food and the Inside Scoop provided an ice cream truck. Our club member, Edna Cross, headed a 50/50 sale once again, the proceeds going to the Armed Forces Retirement Home in Washington, DC.

The music was wonderful. In the morning we had the JUBIL-AIRES, a barber shop group, singing for us. Later in the day I discovered some of their members singing with car owners in the street. In the afternoon we had the LEGACY POPS SEXTET with their beautiful music. Both groups were sponsored by Hello Garage of Fairfax.

A special note here to recognize the contributions of Cliff Green, who has managed the process of soliciting sponsors, producing graphics, and organizing people to choose category winners for over 20 years. Each year he has assembled a team of club members to select the winners of over 20+ trophies. This was Cliff's last year and, in honor of his service, the city staff agreed that we should honor Cliff with the opportunity to select the Best In Show car. This is usually done by a dignitary from Fairfax City. I was shocked and honored to hear that Cliff had selected our 1939 woody wagon for the Best In Show award, and it was indeed humbling. Cliff explained his selection criteria at the trophy presentations which were announced by club member, Bill Simons.

Gay Harrington also received one of the top three awards – Mayor's Choice – for her 1949 pickup known as "The Budster" in honor of her father. Gay, once again, managed the registration team on show day.

A special thanks to all of the members of the Northern Virginia Regional Group of The Early Ford V-8 Club who volunteered for a wide variety of tasks on show day. Their work made sure that all aspects of the show went smoothly and their participation is much appreciated. Next year is the 25th anniversary. See you then!

2) Email to Clem about the Fairfax City Car Show
By Jim Gray

Nice show today – *GREAT* choices for Best in Show (Dave Westrate); Mayor’s Choice (Gay’s “Budster”); Best Early Car (Jim and Edna Cross’ white ‘09 Model 10 Runabout Buick); and Best Pre-War Ford (Keith Randall’s Model T).



There were only three Model As: Jim Ryan (he won my trophy) with his beautiful 1930 green cabriolet; John Dougherty’s 1930 dark green Vicky (still a work in progress) and Ruby. BTW, Jim Ryan’s Cabriolet can be yours for only \$18,500.



I think there may have been 80 or so cars there. I saw two firsts for me – a blue-striped white 1951 Cunningham and a '70s (??) Russian-made Volga. The first was great and the second not... somewhat brutish and utilitarian.



You missed the great ice cream truck, lots of music, and a Knights of Columbus hamburger and hot dog stand.

It was coolish in the morning, bordering on too warm as the show wound down around 1400. Your ears must be burning since we talked about you. There was concern you might start singing with the band.



3) 1951 Cunningham CR2

By Dave Gunnarson

Briggs Swift Cunningham was an American sportsman who, from 1950 to 1955, committed himself to winning Le Mans with American drivers in an American car. In 1951, Cunningham went to France with a team of three of his C2Rs powered by Chrysler's new Hemi.

Cunningham had gone to school with the son of Chrysler president K.T. Keller and so was able to buy the new engine before its public introduction. The 331-cid Hemi made 180 hp. The Cunningham-modified Hemi was rated at 220 hp, with four Zenith carburetors mounted on a Cunningham-built log manifold. It would need every bit.

The 1951 Cunningham C2R, based on a massive tubular frame with a de Dion rear axle, was bulky and overweight against its European rivals. It had drum brakes, with the rear brakes mounted inboard on the differential. Front brakes featured novel copper cooling fins, but those brakes were perpetually weak.

Two C2Rs were eliminated by accidents in 1951 while the third, driven by John Fitch and Phil Walters, ran second until the 18th hour, at which point engine problems slowed the car. After Le Mans the three C2Rs were modified at Cunningham's West Palm Beach shop then sold through International Motors in Los Angeles. One car was destroyed in 1954; the other two have passed through several owners.

A fourth C2R was built for the 1951 24 Hour. Cunningham historian Lawrence Berman confirms this car is chassis No. 5105, the backup car that was not raced at Le Mans. Cunningham sold it directly to the family of Richard Rothenberger, and that family has maintained uninterrupted ownership of the car. In 2002, the C2R underwent complete restoration by Automotive Restorations in Stratford, Connecticut. In 2023, it made its appearance at the Fairfax Car Show.

I spoke with the owner and learned that the car had sat outside and received a fair amount of damage. The interior was ruined and somehow the transmission disappeared. The body, being aluminum, was unscathed. During the restoration, the grill was not touched and is completely original as are most of the components of the car including the hemi engine. It's only one of three survivors of a five-car production run. Definitely one of my favorites at this year's show.



4) People's Choice Trophy Award and Best "Spirit of the Show" Candidate

By Dave Gunnarson

I didn't read the memo and arrived at Armstrong Street about 7 a.m. and wondered where everyone was. A lone car, a 1965 Pontiac Catalina 2+2, showed up at about the same time, driven by Wade Knight. We chatted and both admitted that we should have known better and stayed in bed a bit longer or took time for another cup of coffee before heading out. Wade's car eventually won the People's Choice Show award. I'll let Wade tell the rest of the story in a text he sent to me after the show.

Hi David.....Wade Knight, 1965 Pontiac Catalina 2+2

During the awards ceremony I sat next to Matthew Shinaberry and his father. I found out Matthew has autism so, after I got the trophy, I asked if his son would like it. He said "Yes! He loves cars!"

Thanks for everything you guys did today. Nice show.

*Take care,
Wade*



Wade (center) presents the Best in Show trophy to Matthew Shinaberry (right) and his dad (left).



Wade's 1965 Pontiac Catalina 2+2
– 2023 Best of Show Car



Main Street USA



Made in the shade with Burns, Skiles, and Green



Enjoying the scenery



Pretty maidens all in a row – and all NVRG honeys!



Judge Jim Nice and the Cross 50-50- crew



“Tex” Freund back from Houston till the next cattle drive with Cliff...



Senior Management Brain Trust – Westrate and Green



Who’s that wearing those Foster Grants? ... Old reliables Frankie Martin and his shoebox



Bill Simons



Budette Harrington wows the mayor with Budster and wins Mayor's Choice



Hank Dubois and Gay Harrington's friend Bridgette, in front of Budster

NEW MEMBER WELCOME

By Gay Harrington, NVRG Membership Chair

Let's give a big *Welcome!* to our newest NVRG member, John Curtis Wasley IV, who resides in Fairfax, VA. I want to pass along his information so that all NVRG members can add John Curtis to the members list I sent everyone earlier this month.

John Curtis Wasley IV
 3930 Persimmon Drive, Apt. 102
 Fairfax, VA 22031
 Home phone: 571-201-4959
 Mobile phone: 571-422-7492
johncurtiswasleyiv1972@gmail.com

Mr. Wasley drives a 2014 Ford Fiesta, has an interest in early Ford V-8s, and is excited to be joining the NVRG. He works at the Advanced Auto Parts store in Fairfax, next to the Aldi's. If you should have occasion to go there, be sure and give John Curtis an in-person NVRG welcome!

This month -



**60th Anniversary Diamond Jubilee
 Celebration Grand National Meet of the
 Early Ford V-8 Club of America
 June 11-17, 2023
 Dearborn, Michigan**

Ford Dealership Neon Window Sign Renovations

By Dave Gunnarson and Jon Anderson

One of my favorite things about our club is the network of people who can share connections, provide information, and help steer you in the right direction when the road seems difficult. This is one such story of how connections helped preserve some Ford history and once again affirms the value of being a member of the Early Ford V-8 Club.

A Ford Dealership neon sign is a much sought after garage display item. Neon signs have been around since the early part of the prior century. Neon gas was discovered in 1898 and recognized as a new element by its unique glow when electrically stimulated. The bright colors and lights were soon used in advertising signs which came into widespread use in the 1920s. Neon continued to be very popular though the '30s, '40s, 50s, and '60s, but began a steady decline in the '70s as businesses found cheaper ways to advertise. Also, some cities came to view neon lighting as tacky and overly commercial.

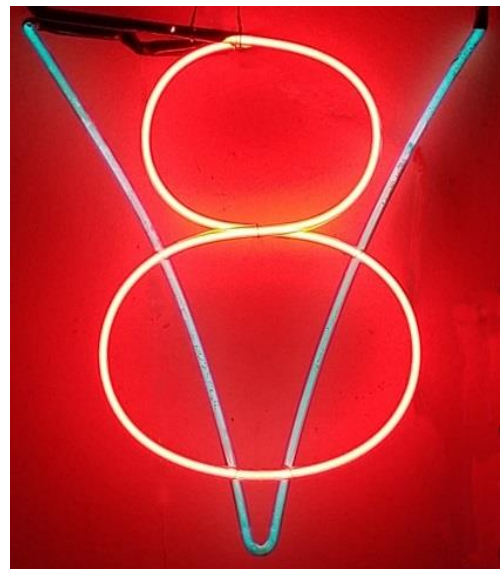
In the flathead era, Ford dealers could choose from a wide variety of neon signs to help advertise their business. Large one- and two-sided metal signs could be mounted to the sides of buildings or free-standing poles. Inside the showroom, neon was used in clocks and, most commonly, free-hanging window display signs.

Neon signs are created by shaping glass tubing to the designed shape, installing electrodes on the ends, filling with neon gas, and coating the tubing with phosphorus elements to create many different colors. An electrical transformer creates a high voltage which is applied to the electrodes and excites the gas. The glass tubes are fragile and can easily be broken so original unbroken survivors from the flat-head era are rare. Fortunately, the glass tubes can be replaced and the other parts restored or replaced, so it's possible to restore original neon signs to their original glory.

I have often thought that it would be really fun to have an original Ford Truck neon sign in my garage to accompany my 1935 1½ ton truck. I never looked very hard, however, because I thought the chances of ever finding one were just too remote.

Early this spring, just as I was finishing writing the 1935–1936 Ford Truck book, I received a call from fellow EFV-8 club member, Jon Anderson. He had purchased several original Ford dealership neon window display signs which were collected by Bob Lincoln during the 1960s from cleaning out old parts from Ford dealers in Ohio and other states. Jon knew about my truck book project and wanted to know if I was interested in purchasing not one, but two, original Ford Truck dealership neon signs which were part of the lot he purchased. Of course, I said “Yes, I’d definitely be interested.” None of the signs Jon purchased was functional, however, and they needed to be evaluated and repaired. Finding a good neon repair shop in the Washington, DC, area proved difficult. I happened to mention my good luck getting the neon signs to Thetan Ogle, a member of the Northern Virginia Regional Group who specialized in metal fabrication. He said, “I know a ‘neon guy’ who lives nearby and might be able to help get the signs repaired.”

Jon, who lives near Pittsburgh, and I made arrangements to meet Steve Peele, the neon guy, in Winchester, Virginia. Over lunch, Steve explained the steps of restoring neon signs, and we agreed to leave the signs in his care. We met again several weeks later and Steve showed off his craftsmanship. The glass tubes had been cleaned, wires fixed, new glass installed where needed, and modern transformers provided. Steve’s work was fantastic and the signs looked new again and are all working for the first time in probably over 70 years.





The moral of the story is that none of this would have happened without all of these EFV-8 connections. It started with Bob Lincoln saving the signs by carefully extracting the signs from old Ford dealerships and carefully storing them. Then the final preservation and restoration happened through several chance encounters connecting Jon, myself, and Steve, and finally, Steve's outstanding skills and expertise to restore the signs. These iconic signs are now shining brightly in Jon's and my garage all thanks to the EFV-8 network.



Jon Anderson on left, Dave Gunnarson, and Steve Peele on right with some of the restored window neon signs.

Old School Motor Man

By Bill Potter

People always ask me, "Where can I go to get my Flathead motor rebuilt?" The last Flathead rolled off the assembly line 70 years ago so, these days, most shops shy away from them. Finding a guy that has the expertise and who is willing to spend the necessary time to do it right can be tough. We are lucky to have just such a guy in our club and his name is Allen Ponton from Charlottesville. Allen has lived in the Charlottesville area all his life and is very connected to the V-8 folks throughout the Piedmont area. But only a handful of our members know Allen because Charlottesville is a long way from Fairfax County and Allen prefers to maintain a low profile.

Conveniently for Allen, just over the mountain in Waynesboro, VA, we find Valley Auto Machine owned by Larry Skillman (!), an extremely talented automotive machinist. Larry also performs in-house balancing – an important part of any quality rebuild.

Back in Allen's 24' x 32' immaculate and highly organized garage, all parts are painstakingly cleaned and assembled. Checking and double checking everything during assembly is an essential part of the process. Allen just finished the motor pictured and, to top it off, I'm adding a McCulloch Supercharger and Fenton cast iron exhaust manifolds. Allen and I became fast friends years ago because we both like flat motors with a little extra zip.

We are both long time members of the NVRG although, in 1982 I took a 20-year leave of absence to raise a family, which was a huge disconnect. Thankfully, they welcomed me back!





OUT AND ABOUT

Clem and Jim's Trip to Luray

By Jim Gray and Clem Clement

Jim Gray tailgated through the Ashby Ponds gate at 5:30 a.m. on Friday, May 12, to swap his pickup for my Expedition. We loaded in my Rolladen, three layers of sun glasses – one layer of which I immediately lost – and headed off to the Mid-Atlantic Pre-War Swap Meet in Luray via I-66, Route 55, and Route 340. That last bit on 340 was a beautiful and serene drive on a gently rolling two lane road, with just a bit of fog visible down a distant holler. It

seemed as if every other building was a church, so I guess there's a lot of prayin' going on down-country.

We arrived about 7:15 a.m. and got right to business – eating. The VFW boys made some super ham and egg breakfast sandwiches neatly done up in aluminum foil. The one served to me was upside down. And no matter how much of a fuss I was bringing and just generally carrying on, I couldn't get a right side up replacement. Dismayed I was... but that upside down samich was still mighty tasty.

We heard that there were 120 spaces available, of which 74 had been spoken for. I guess between 5 and 10 more not-pre-registered folks showed to sell, and all found a spot.

The weather was great – a brief morning shower was long gone. I have problems with my eyes; my right eye has macular degeneration in the inactive state and every six weeks it gets a needle, which is terrifying to this old dog. My left eye has shingles... when it gets agitated, it throws a mean fit, meaning headache all around the eye. It looks a lot like pink eye and is not socially acceptable in public. When I put the chemicals in the left eye, everything is blurry, so I can't identify faces beyond six feet. I had purchased a small fan treasure from Jeff and Debbie Kichline and didn't know who I bought it from for two hours. Must have been misled by their advertising.



As we wandered, I kept bragging on that fan "air conditioner" I'd bought for my Rollator. Only later did Jim tell me I'd gotten it from Deb and Jeff's booth. BTW, their good news is that their 2023 Bratton's Catalog is at the printer!

When I moved to Ashby Ponds, all my oil cans and squirt cans went away. Auto Zone had a couple on offer for \$13+, so I passed, figuring I could find one at Luray for \$5... and I did. So I'm back in the oiling business.

Jim Gray kept insisting that there would be no Gray car parts – nowhere, no how. Then he found a set of Kelsey demountable 30 X 3½ rims that work on Grays. And, later, a complete set of lightly used lugs and nuts for his new-to-him rims. I sure remember chasing Model AR lug nuts and the hard time I had finding them – glad he found those.

Donnie Temple reported that that Bill Sims' "Blaze" is yet to be painted; finding a qualified painter is difficult these days. Donnie reported that Donnie Jenkins has retired and his son is taking over the business – "Joe's Upholstery Shop" in Frederickburg, MD, and they are still right up there first class for their workmanship.

There was a yellow Miller roadster for sale at \$29,900; it sure looked tempting... but not for me.



The show seemed to have a lotta' good stuff, but maybe that's because I haven't seen too many shows recently. Maybe it was that cast iron toy steam engine and a cast iron ½ passenger car that spoke to me. Just then I heard an air whistle from beyond the field. I couldn't see the train, but that whistle sure got to me.

There were at least 5 GWC presidents in attendance – current president Milford, and past presidents Jim Cartmill, Jim Gray, Tom Quigley (who had a booth), and me. We also saw Donnie and Judy Temple, Jim and Edna Cross, Dave Gunnarson (who brought Dave Henderson, Billy Potter, and Hank

Dubois with him), Bruce Metcalf (Loretta was also there, but we missed seeing her), and Jeff and Deb Kichline.



I swung by the VFW sales tent on the way to their food booth and checked with Karen to buy a 2023 show T-shirt.



We grabbed a couple of ground sirloin hamburgers from the VFW food booth and were gifted pieces of birthday cake.

While packing up, we heard the VFW guys talking to one vet who'd just gotten his 100% vet disability from his Afghanistan service. God bless all our vets. Hope everybody gets what he or she needs and deserves. God bless America and her troops. As we rolled for home at 11:40, we were planning our trip for next year.



Luray Pre-War Show and the "Smokers Steering Wheel"

By Nick Arrington

A Model T buddy of mine told me "Ya gotta go to the Luray Pre-War show and you'll sell anything you bring." So, I got a space and loaded up the back of the truck with '41 Ford and Chevrolet stuff, '35 Ford wheels, and some early Ford goodies. Well, I got set up and overheard the guy on my right talking about "Chalmer" autos and the guy on the left is rambling about "Maxwells." Remember, Pre-War Swap Meet – yeah, pre *WWI*. Anyway, I was digging the scenery and selling a few things but it was killing me that I had to stay in place, as I wasn't practicing Flea Market Safety with the "Buddy System" in effect so I could roam a little.

One of the items I brought to sell was a Banjo Steering wheel I bought years ago at a yard sale in Wisconsin. It had a cigarette lighter along with an ashtray and a third compartment for Lucky Strike-size smokes all contained in the center section hub. The woman conducting the yard sale told me her father had designed and patented the wheel and probably had less than 100 made – probably the manufacturer's minimum run number. She told me the venture wasn't successful and this particular wheel stayed in the family as a tribute to their father.



Smokers Wheel

I had it 20 years hanging as wall art with plans to incorporate it in a Jalopy project that never materialized. For some reason, I threw it in the back of the truck but the Chalmers & Maxwell crowd just strode by it all day long – until the NVRG van arrived.

Yonder comes Hot Rod Billy Potter who spied the wheel and it immediately struck a nerve with him. I happily sold it to Bill Potter, which proves we were both dropped on our heads as young children, which resulted in the XYZ Junk or *Junque* chromosome/gene – depending on the item’s asking price – being rearranged in our DNA. Bill has cleaned it up where it will grace his garage as wall art for years to come. Enjoy.



Smokers Wheel leaving Luray

=====

Ford Carlisle 2023

By Nick Arrington

Fellow club member Bob Sturm and I headed out of Gainesville around 7:00 AM on May 3 to check out the latest version of Ford Carlisle. It has been a least 10 years since I last attended the event and I remembered you could still park inside the grounds. That is no longer the case. We parked next door at the elementary school and headed into the show. I was surprised to find the infield and lower field totally full of vendors. Tons of '50s through '80s Mustang, Torino, Thunderbird, and Falcon items. I was overwhelmed at the amount of stuff for the generations of Mustangs I don't know much about. Time kind of stopped with me around 1972.



Mustangs aplenty

Very little V-8 flathead items. The car corral featured an older restored '35 Phaeton with KH wire wheels and rear aftermarket windshield for \$48K. I think the car was overpriced for what I have seen as market trends with recent examples changing hands in the low \$30K range.



\$48K asking price



Price board

A pile of '35/'36 Ford grille shells were available with asking prices of at or near one thousand bucks.



Truck grilles with \$1,000 asking price

I found an 11-A distributor, reported to have been rebuilt but showing an arc trail on the rotor button with a price of \$225.00 with no wiggle room. I'll rebuild the one I already have. The aisles were full of shoppers on a day when the temperature exceeded 90 degrees. I found a few bits for my '62 Ranchero and snapped them up. It took about 3 hours to comb the flea market and car corral. I saw no Early V-8 examples on the show field. The crowd was thick and aisles jammed up. The hobby appears to have picked up where it left off during the pandemic. Time well spent by my calculations.

TINY TREASURE

Vienna Gulf Station Circa 1960s

By Nick Arrington

Born in 1953, I was "raised up" in Vienna, Virginia, where my Dad ran a Laundry and Drycleaning business at 131 W. Maple Ave., with a phone number of DU-5-9050, also referred to as Dunkirk 5-9050. Our next-door business neighbors were Vienna Gulf, The Donut Dinette, and Money & King Funeral Home as you left Dad's business and walked up

toward Lawyers Road. Vienna was not anything like it is now. All working-class guys. The fathers of my best friends were cab drivers, welders, heavy equipment operators, elevator repairmen, Bell Atlantic Telephone workers, and one guy's dad "worked for the government," whatever that meant back then. I had a great childhood poking around those neighboring business establishments. I would pick up wrinkled suits and deliver freshly pressed suits and pants to the funeral home director – in less than an hour. The director always told me, "Make 'em look good – it's the last time the guy's wearing them."

Some 60 years later, I'm always scouring the internet for old, pre-'70s Vienna advertising and memorabilia. So, when a matchbook for Vienna Gulf with a phone number of DU-5-7166 came up on eBay for \$4.00, I just had to have it. But, what the matchbook really did was open up the floodgates of memories of hanging around the place so much as a kid. These were all pre-charge card days – the attendants all had those coin changers on their belt and made change for your cash purchases. You could get a one-cent postage stamp or an S&H green stamp with every gallon of gas. That was neat, but the "back room" of the station was almost magical. I'd get to go in there with my father, and the place was full of used hubcaps, tires and rims, car radios, fender skirts, and batteries – floor to ceiling. I remember guys asking if they might have hubcaps for a '60 Galaxie and the guy would tell them "No, but with a deposit I can get you what you want in a few days."

My dad hardly ever bought a new battery. There was always a good used one available for under ten bucks at the Gulf station. A lot of greaser-type guys were always pulling around the back and rolling out tires and wheels into the back of the station. As I got older, I figured out where the stuff was coming from, especially when the hubcaps from half of Cottage Street all went missing one weekend. Remember, special orders took a couple of days. I must admit, when I started driving, I got a heck of a deal on a 8-track tape player at the Gulf station "back room." I had a job at the Scotts Gas Station across from the Giant Food store and, on Saturday nights, a guy would pull in with a Corvair, pop open the front hood, and it was full of 8-track tapes – at a buck apiece or 6 for 5 bucks. Anyway, I made sure my 8-track tape player had a dismount bracket and it went in with me at night.

Back to the Gulf matches, look closely at the photo of the back of the match cover. It says:

SING WHILE YOU DRIVE

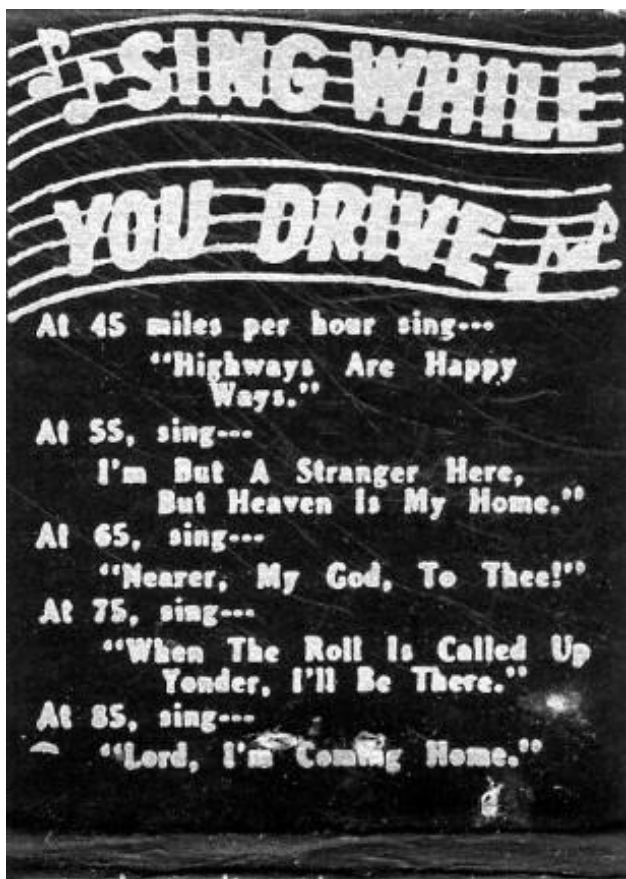
At 45 MPH sing ...
"Highways Are Happy Ways."

At 55 sing ...
"I'm But A Stranger Here, But Heaven Is My Home."

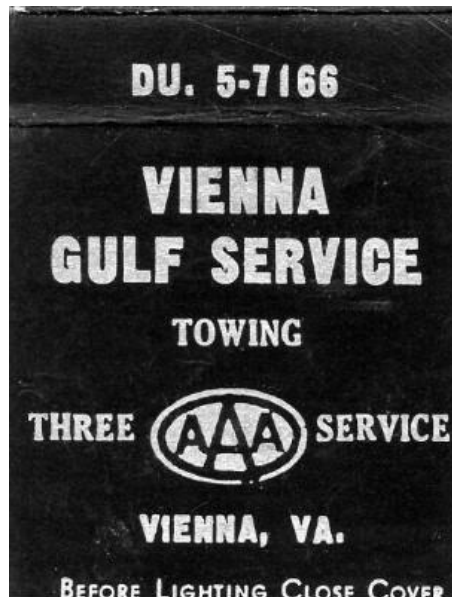
At 65, sing ...
"Nearer, My God, To Thee!"

At 75 sing ...
"When The Roll Is Called Up Yonder, I'll Be There."

At 85 sing ...
"Lord, I'm Coming Home."



Matchbook back cover



Matchbook front cover with phone number across top



Around 1969, the station changed management, took on U-Haul trucks and quit giving out postage and S&H stamps. There was no more "back room" inventory or "special orders." By the '70s, Gulf Oil Corporation sold the property and it became a tire center which remains today. In context, I'm sure the same scene was repeated in every small town across the USA and a part of growing up for kids of my age.

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 was repeated in the May issue of the *Valve Clatter*; Part 2 appears here. Articles appear as originally written.

HOMEMADE TRAINS AND ME!

Part 2: Why were Homemade Trains Built?

By Clem Clement, Past TCA President, TCA #64-987
Spring *e*Train* 2022

DOWNTIME/PANDEMIC: I'm guessing that many hobbyists worked on their train layouts, collections, old cars, etc. during the year-plus down-time. With the internet wide open to find parts, this turned out to be a great way to make the days go by quicker. Nothing to do and a fine workshop in the basement equals let's build something. This is a good way to find separation. "I'll be in the garage making something for little Johnnie." I rebuilt 24 homemade pieces, completed 4 train sets and now, I still have 8 engines to go. Oh, me!!



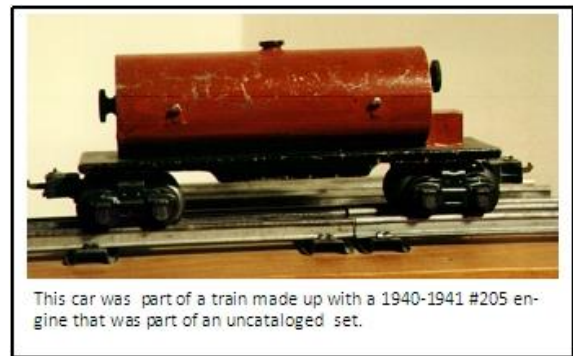
Snookins, a fav of mine, is a chopped Lionel #402 repainted in maroon. Her side panels are gone and the ends pieces soldered to the main body. Normally a twin engine, she carries a Lionel #38 motor, American Flyer steps and rearranged gingerbread. She runs very well and with a great attitude.

"DEPRESSION": Even the word "depression" sounds like a downer. I grabbed some of that with no play dates, old cars or trains, and many tasks taking way

longer that planned. We only went out for Doctor's appointments. I could stop by a parts place once in a while and a car place to ask questions. Jacking, working, fixing was on my back to accomplish. A 3-hour job could last 3 weeks easily. Hold this, tighten that, fetch this or that tool was left to me or my darling beloved, Sandy. All our kids are outa' Dodge. Don't let all this get you down. Work carefully. Busting a bolt in place can stir unwelcomed frustrations and anger. Walk away and vacuum the rug.



WW: WWII World war took away any new trains and toys. Lionel built ship compasses and other instruments. American Flyer built small motors etc. So, to have more trains, someone had to build them from scrap or tin cans, etc. Money was also very tight. Some toy companies converted to wood production. During the Koran war, chromium was controlled which changed production techniques. Yellow wire "rubber" insulation was made with chromium. Scrap drives took a great deal of available metal products.



NO MONEY: What do I say???

TRAINS NOT LOCALLY AVAILABLE?: A piece of tin rain gutter and a vice and rubber hammer and you and Poppy can turn out something. A wooden end of a fruit box and a coping saw and you have a car base. Drive some crocking nails along the edges, run thick

twine in-and-out between the row of nails, slop on the old paint and you have the beginnings of a gondola. Thread spools cut in half and a pair of curtain roller hangers and the car is ready for the rails. You can always use a gondola because there is always something around that needs a train ride to somewhere.



Top engine is a Lionel #390 wannabe. Motor is a Lionel #38 with modified super motor roller pickup. Hand rails and most topside trim is nonmagnetic; all painted grunge orange/brown. Lionel #384 -style tender trim is the same grunge color and is not photo-worthy. Headlight was soldered in place. Loco judged a 3.05 on backflip. Size 6.78% bigger than the shown Lionel #390. Manual disk reverse in cab. Two boiler bands.

AVAILABLE SKILLED WORKER: As I get older, I am even less capable to build/fix something. But I have more time to try. Nothing like a project for a relative or neighborhood child to fill up person's mind and shine up the love for a grandchild.



Erector set loco and tender. Rattle-can boiler. Power pickup in trailing truck. Erector motor inside cab loco. Chain drive. Hesitatingly runs/growls. Older build.

FATHER-SON PROJECT: In this local area, I know a grandfather who built a live steam engine with his great grandson. The same grandson built a train engine with his grandson. No greater love... Away from a big city is a possible reason for building a train. In my growing-up town, the owner of a hardware store sold trains at Christmas time. The store was a block from my home so I visited it frequently. Sadly, the

owner raised prices too high for my soda-bottle find-and-turn-in campaign. The shop a town over sold electronics and trains. Some used stuff. I got a stationary crane there. We really had to go into Phila to find Mr. Becker's electronics store and Nicklaus Smith's store for trains. Mr. Becker was so nice to kids and helpful, whereas, Nickolas Smith glared down at a little kid and scared looker (me) out of the store. (I would study the merchandise he had out on display while I stood in line. Just before it was my turn, I would scoot out of the store. Mother would wait outside. We never bought from him. On the other hand, Mr. Becker sold me a model freight car to build and I did such a bad job of it, I sold it back to Mr. Becker for a dollar off a Lionel car I wanted. Kindness is never forgotten.

I got to go to NYC a few times to see the Rockettes, but not Madison Hardware, (which I had not heard of until much later in life.) I could not afford the model train magazines available in order to read their for-sale ads. I have 3 antique cars what wanted some attention as well. My 1930 Model A Cabriolet received new oil and some tinkering. She, her name is Smokey, still needs leaf springs lubed and door finger grips attached. During the lock down, my '30 Cabriolet brought joy and happy waves as she rattled around the neighborhood. It did much to cheer folks up. The job I assigned myself for the duration of the pandemic and before/after is to follow the guidance in the constitution "pursue the pursuit of happiness." I looked around for volunteering and was told at 83 years old, to stay home and safe; which is what I did.

My 1939 Ford pickup was assembled from 3 others and caused the demise of 893,245,239,865 steel coat hangers in welding tasks. This winter, He (his name is Uncle Raeman) got the foot rest adjusted after 50 hours of research, the springs lubed with the right stuff, choke and throttle rods messed with, horns rebuilt 7 times, and other the tasks. The foot rest took lots of research and emails as there are no specifications for the adjustment (The answer is the gas pedal should be comfortable to reach and about 3/8" above the neighboring rest.) My 1940 Mercury four door convertible sedan is a national 1000-point winner. I tightened the 8 frame-to-spring bolts (again no specs.) Replaced the dash light dimmer

switch. I'm not finished with the other tasks on that car. This is the car I first bought on the street for \$25 in 1956. I sold it in 1956 as my daddy passed. The same exact car came home to me in 2017, fully restored! A thrilling miracle for sure. Where did the time go?

CONCEIVED PIECE NOT COMMERCIALY MADE: Art Wyeman was really good at bashing tin pieces into a freight car. He liked American Flyer prewar O gauge trucks and wheels. A stiff frame was good and he could solder up some fine cars. Many seemed like special designed for special transport duties. He made lots of green steamers to pull them. I was thinking about selling his pieces that I have, but with an engine, I would have a very interesting consist.



Lionel Prewar Sample 100th Anniversary car that might have been

SCHOOL PROJECT: Sadly, I hear metal shop is no more!? For me they would always want me to make a tin ash tray. Since the family did not smoke, I got to make a candy dish. Boring! I wanted to build a train car. I own several bridges that appear to be school-shop built.

STANDARD GAUGE TRAIN BUILDERS: To my knowledge only Jim Waterman is building Standard Gauge trains at this time. Most are custom trains that have not been built before; or if so, not available. As 3D technology improves, I hope more friends of Standard Gauge jump in. WHY NOT? Why not is best answer yet. Grab ideas floating through the air and go build it. I'll join ya! ya hear!! ©Clem Clement



Repro of the first 2 standard gauge freight cars I built at age 8. 100 series trucks. Note the tank car is a 4 inch oak branch. In trying to nail it to the base I learned how hard oak is and big nails still bend. The gondola sides are asparagus tape and nails.

June 2023 NVRG Membership Meeting

At this month's NVRG membership meeting Dave Gunnarson will talk about what it took to get his 274-page book, [1935-1936 Ford Model 51 V-8 Trucks](#), published by the Early Ford V-8 Club of America.

He will provide a look at some of the behind-the-scenes activities and the process of taking rough notes through to a finished product. He will discuss how he created some of the illustrations, developed the content, established the layout, formatted photos. His presentation will give you an appreciation of the efforts others have undertaken to produce the EFV8 Club book series.

Date: June 6, 2023

Time: Doors open at 7:00 PM, meeting starts at 7:30 PM

Location: Green Acres Community Center in downtown Fairfax



David Gunnarson

By Stan Johnson

I have encountered a problem that I thought would prove entertaining – or even enlightening – about how Ford produced two mechanisms for releasing the clutch plate from the flywheel to allow shifting. It may be old news to everyone except me, but I thought I would share my findings while they are fresh in my mind.

As I worked on my 1930 A V-8 roadster, I came to the realization that I had routed the fuel line from the rear-mounted 32 gas tank to the fuel pump at the rear of the V-8 engine so that it competed with the clutch pedal for the small space available to the left of the steering column.

The clutch release system I installed was about the same vintage as the 1947 59A engine. That seemed to make sense at the time. It is a complicated arrangement of levers, rods, and shaft which makes use of an extra “compensator” shaft that is attached on the right end to the clutch release shaft coming out of the side of the bell housing. This compensator shaft is anchored on the left end by a ball joint bolted onto the bottom of the frame. The picture below is the compensator shaft. On the left (lever) end is a ball-shaped opening that provides the pivot point for the clutch action. The other end is a simple slot that is pinned to a tang on the end of the bell housing clutch release shaft. This design requires that this mechanism occupies most of the space underneath and to the left of the clutch pedal and arm.



When I looked into it, I found that the earlier V-8s had a different design. In that early design the action of the clutch pedal is transmitted to the right of the brake pedal by having the clutch pedal shaft rotate inside the combined clutch/brake pivot mechanism. (See the photo to the right.) Notice that both the clutch and the brake action levers are on the *right* side of the mounting shaft.

Thus, on this earlier design, the clutch rod goes directly forward to a lever on the clutch release shaft and leaves the space to the left of the pedals free for the many other things like wiring looms and gas lines. However, this requires a different clutch release shaft to replace the one that ends in a simple tang for one that accepts a 4-inch long lever. Replacing that shaft requires pulling either the engine or the transmission. That chore is called “fun” when you are a car nut! It may turn out that I have to modify the brake lever to fit the hydraulic master cylinder that I built to accommodate the later type of pedal. Even more fun.



From the Desk of Jim Gray regarding upcoming Sully Car Meet: *This is only the 48th time we've held it, and it's ALWAYS on Father's Day. This year it will be held on Father's Day, Sunday, June 18, at the Sully Historic Site. For the 48th time.*



48th Annual

Sully Antique Car Show

Registration Form 2023

Sunday, June 18, 2023 • 10 a.m. - 3:30 p.m.
Sully Historic Site, Chantilly, Va.

Display of 100-year-old cars!
Car Corral • Live Music • Food Vendors
First Floor House Tours • Children's Activities
Special Displays • Antique, Craft & Flea Market

Classic Cars & Classic Fun for Father's Day

Presented by
George Washington Chapter, Inc.
Model A Ford Club of America
and Fairfax County Park Authority



SEE NEXT PAGE OR CLICK [HERE](#) FOR FULL REGISTRATION FORM

Sully Show Vehicle Registration

Pre-registration must be received by June 14, 2023. No exceptions.

*Vehicles: \$10 Pre-registered; \$20 **CASH ONLY** at the Gate.*

Send vehicle registration to: Bill Benedict, 109 Lakeland Dr., Sterling, VA 20164

Make checks payable to George Washington Chapter, Inc.

Sorry, No Modifieds. All Cars To Be Judged Must Pre-Register

NAME:	PHONE:
CLASS:	EMAIL:
ADDRESS:	
MAKE AND YEAR OF VEHICLE:	
BODY STYLE:	<input type="checkbox"/> VEHICLE INSURANCE IS CURRENT
NUMBER OF PINS @ \$5 EACH:	AMOUNT ENCLOSED:
Do you want your vehicle judged? <input type="checkbox"/> yes <input type="checkbox"/> no	
Will your car be trailered? <input type="checkbox"/> yes <input type="checkbox"/> no	
Do you want to be a judge? <input type="checkbox"/> yes which class? _____	

All vehicles participating in the show must be insured by their owners.

By submitting this registration, the "applicant hereby agrees to indemnify and hold harmless the GWC, the FCPA, and Fairfax County, from any claims related to attendance at this show."

Auto, Antique & Craft Flea Market Registration

Pre-registration must be received by June 14, 2023. No exceptions.

*Flea Market: \$30 Pre-registered; \$40 **CASH ONLY** at the Gate.*

Send flea market registration to: Bruce Metcalf, 236 Hermitage Blvd, Berryville, Va. 22611

Make check payable to George Washington Chapter, Inc.

NAME:	PHONE:
ADDRESS:	
TYPE OF MERCHANDISE:	
NUMBER OF SPACES:	AMOUNT ENCLOSED:

Vendors must be set up by 8:30 a.m.

Food items directly in competition with food items being sold by the Club

will be restricted. Check with Flea Market Chairman before mailing in this form.

By submitting this registration, the "applicant hereby agrees to indemnify and hold harmless the GWC, the FCPA, and Fairfax County, from any claims related to attendance at this show."

Sully Car Corral Registration

Pre-registration must be received by June 14, 2023. No exceptions.

*Car Corral spaces: \$30 pre-registered, \$40 **CASH ONLY** at the Gate.*

Make check payable to George Washington Chapter, Inc.

Send registration to: Jim Ryan, 2966 Lismore Lane, Fairfax, Va. 22031

By submitting this registration, the "applicant hereby agrees to indemnify and hold harmless the GWC, the FCPA, and Fairfax County, from any claims related to attendance at this show."

NAME:	PHONE:
ADDRESS:	
MAKE AND YEAR OF VEHICLE:	
AMOUNT ENCLOSED:	

Larger Printable Registration Forms Available at www.GWCModelA.com



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



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: Green Acres Senior Center.
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	Sully Antique Car Show – Sully Historic Site, 10 AM–3:30 PM
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: Green Acres Senior Center.
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.
August	
8	Membership Meeting – 7:30 PM. Program: Open; Presenter: Membership; Location: TBD
9	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.
29	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Looking Ahead!



June 11–16 – Grand National Meet, Dearborn
June 18 – Sully Antique 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

When patronizing our advertisers, tell them you saw their ad in the Valve Clatter newsletter!



Collector Car Interests
Professional Car Appraisals

Consultants Marketing

Chris Bavis
Collector Car Appraisers

100 Larch Lane
Middletown, MD 21769
(301) 401-3301
chrisbavis@gmail.com

Pat McHugh Gerry McHugh

UPDATED AD – NOW 7 LOCATIONS!



**YOUR NEIGHBORHOOD
AUTO REPAIR EXPERTS!**

Enjoy Transparency & Accountability
with our Digital Health Inspection &
Show'n Tell Service™. Only at Craftsman.

Hybrid and EV auto care



CraftsmanAutoCare.com | 833-CRAFTS1

7 Locations!

Alexandria 7001A Manchester Blvd 703-719-7606	Ashburn 43320 Junction Plz 571-564-2070	Chantilly 14510 Lee Road 703-646-8260
Fairfax 11611 Lee Highway 703-272-3216	McLean 1387 Chain Bridge Rd 703-356-7730	
Merrifield 2733 Merrilee Drive 703-646-8270	Sterling/Cascades 21180 Potomac View Rd 703-794-5300	

Give us a call or schedule your appointment online 24/7!
833 – CRAFTS1 | www.CraftsmanAutoCare.com



**DULLES
AUTO CLINIC**

Quality Service at Affordable Prices
dullesautoclinic.com




Foreign Domestic

703-481-6300

106 J Oakgrove Rd
Sterling, VA 20166

Wayne R. Judd
President/ASE Master Technician



**DULLES
AUTO CLINIC**

(703) 481-6300

106 OAKGROVE RD., UNIT J. | STERLING, VA



PT Auto Experts

Your one stop shop for all your automotive needs

Tony Muller
OWNER

340 Mill Street NE
Vienna Va 22180
703-281-7506

ptautoexperts.com
ptautoexperts@aol.com

NVRG Car of the Month
Hank Dubois « 1939 Ford Deluxe Woodie



FIRST CLASS MAIL

**Regional Group 96
Early Ford V-8 Club
Post Office Box 1195
Vienna, Virginia 22183**