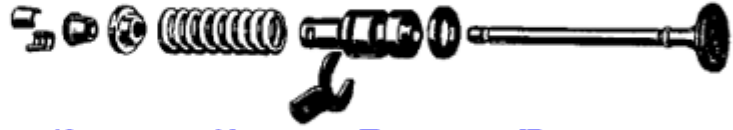




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Value Clatter

Early Ford V-8 Club of America



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

Volume XLV, No. 11, November 2023

Editors: Nick Arrington & Sara Karnish

October Membership Meeting: Hershey 2023

By Dave Gunnarson and many others



The October membership meeting was filled with pictures from this year's Hershey Fall meet. The weather was warm and sunny, mostly perfect weather. Crowds were light but deals on parts were there to be found and made. Rumors were swirling about the future demise of the AACA show at Hershey, but these rumors have been refuted, so the future of events at Hershey remain rosy.

Over 700 images were submitted and they were trimmed down to about 240 for the program. You can use the following link to see the entire Power Point program:

<https://nvrg.org/wp-content/uploads/Meetings/Programs/October2023NVRGProgram/Hershey-2023-Review.pptx>

A few of the many images from Hershey can be found on pages 3-6.

(cont'd on p. 3)

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Up Front with the President

November 2023



President's Message November 2023

The unseasonably warm weather during the last full week in October definitely gave us an opportunity to extend our warm weather activities. Hopefully everyone took advantage and was able to do some V8 touring or repairing and avoid having to wrap up those leftover summer house & garden projects that you were hoping to postpone until spring. Unfortunately, I got mired in a couple of those house projects.

At least two dozen of our members certainly relished the beautiful weather during the Fall Tour. This year's event focused on Harper's Ferry, West Virginia and the surrounding area. The weather and timing combined to deliver foliage near peak color. Thanks to Bill Simons and Dave Gunnarson for organizing this event. Read all about it in this issue.

While the weather will be a lot chillier in December, many of our members will be warm and cheery at our annual holiday party on Saturday December 9. See the notice in this issue and mail your checks to Joe Freund to participate.

Dues for 2024 are due! Consider sending your dues (\$25 per year) to Gay Harrington now before the many distractions and general hustle and bustle of the holiday period take hold. Also, take advantage of the dues/calendar bundle, whereby you can receive a beautiful 2024 NVRG calendar along with your membership renewal for only \$41, a \$2 discount.

Our next membership meeting is on November 14 at the Green Acres Center Senior Center in Fairfax City. Dave Westrate will present the 30-year saga of restoring his 1939 Ford Deluxe Woodie Wagon, culminating in its premier showing at the National Woodie Club national show in July. The doors open at 7:00 PM and the meeting starts at 7:30 PM. For those unable to attend, it will be broadcast on Zoom. See you there!

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)	

(cont'd from p. 1)



Hank Dubois checks out this "Rouge" pickup



Michael Driscoll sells the very first EFV8 item he ever purchased. It's an extremely rare Ford dealership muffler counter display stand



Steve Blancard tests a cutaway early Ford transmission



This beautiful 1948 Lincoln was for sale at \$49,000



1947 Convertible in the Car Corral asking \$34,900



Ford dealership sign - \$6,800



Yes, \$1 bins were alive and well



Fenders, anyone?



A "hot" 1935 coupe



A Model "Y" Ford - \$42,500



Replica of an actually produced vehicle



Tuesday night at Penn Hotel and Sports Bar



Part of Steve Blancard's generator haul



Wednesday night at Iron Hill Brewery



Monday at Fuddruckers



1947 Sportsman sold at Sotheby's auction for \$154,000



1940 COE sold at Sotheby's auction for \$95,000



Lots of empty spaces and few crowds



Camp Hershey tradition continues



Still plenty to see



Some traditions never seem to fade away

**A Wonderful Midweek Fall Tour:
Antietam National Battlefield, Harpers Ferry, WV,
and Crystal Grottoes Caverns
October 24-26, 2023**

By Bill Simons

It all began last July when the tour dates were selected, and the hotel rooms were reserved. That was the easy part! Next was the hard part: selecting the points of interest, driving the entire route, and finding restaurants for lunch and dinners for 20 people. That task fell the Sarah and Dave Gunnarson who did a masterful job!

Five couples—Dave and Sarah Gunnarson, Bill and Liz Simons, Mike and Stephanie Petty, David and Susan Skiles, and Bill and Patricia Potter—left on Tuesday morning from Fair Oaks Mall and drove the 65 miles to the Visitor’s Center at Antietam National Battlefield.



The most direct route would have been to use US Rte. 340, but that road was closed for repairs, so we followed an alternate route with several twists and turns. A couple of us twisted when we should have turned, but all eventually arrived at the Visitor’s Center in Sharpsburg about 11:30 AM. We joined up with the “out of towners”—Terry and Jane Thomann, Dick and Joan Rial, Bill and Bette Tindall and Bruce and Loretta Metcalf—and all settled in to watch a movie about this horrific battle. In September 1862 this battle produced 23,000 casualties in a 24-hour period, the most of any battle in the Civil War, but it blunted the confederate incursion into Pennsylvania and gave President Lincoln a much-needed victory. The next stop was Captain Benders Tavern for lunch. Good food, good service!



The afternoon was spent taking a self-guided driving tour of the battlefield stopping along the way to read the informational signs at each stop. About 4:00 PM the group headed to the Clarion Hotel in Harpers Ferry for the night.



The hotel was just fine but the attached bar and restaurant was not prepared for our group of 20. Apparently due to being understaffed, the service was exceedingly slow, the food quality was poor, and they closed the kitchen before some in our group had a chance to order. Fortunately, there was a good restaurant just down the road so no one went hungry.

Wednesday morning after breakfast the group drove the half mile to the entrance of the Harpers Ferry National Park. There we boarded a shuttle bus for a short drive into the town to meet our group’s park ranger and guide. There is way too much history to go into here, but suffice it to say, it started in the 1740s with a teenager named George

Washington, a visit from Thomas Jefferson, a failed slavery rebellion in 1859 by John Brown and an attack on the federal arsenal by the confederates in 1862. Our 2-hour walking tour led by our very knowledgeable guide was wonderful.



After lunch at a local restaurant some of us walked across the Potomac on a cantilevered foot-bridge attached to the railroad bridge with trains going by about every 20 minutes. Others chose to hike up to Jefferson's Rock for a great view down the valley to the confluence of the Potomac and Shenandoah rivers.



Later in the afternoon we took the shuttle bus back to our cars, and back to our hotel for a short rest before heading to the Abolitionist Ale Works for a pint or two before dinner at Alfredo's Mediterranean Grille and Steakhouse. Great food, great service!

After breakfast on Thursday morning our group fired up our V-8's for a 20-mile drive to the Crystal Grottos Caverns in Boonesboro, MD. The drive on a rural country road with the maple trees on fire in the morning sunlight was spectacular!



The entrance to the caverns was in a small house whose first floor had a reception counter and a small gift shop selling various minerals, geodes, and semi-precious stones, not native to the area. The caves have been kept in the same family for four generations, being discovered over 100 years ago but excavated for tourists in the 1930s. The caves are made of limestone and created by rainwater seeping down through the soil dissolving the limestone rock for hundreds of millions of years. Our guide told us that the oldest formations were over 250 million years old.



Lunch was at Jeovanni's Pizzeria in Boonesboro where everyone enjoyed a great lunch before getting back on the road for the drive home.



In summary, the weather for the three days was warm and sunny, the fall foliage was spectacular, and the fellowship of all the participants was wonderful!

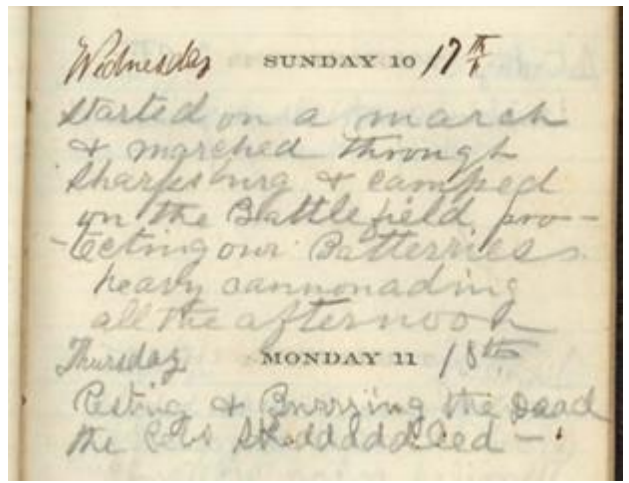
A special thanks to Dave and Sarah Gunnarson for arranging the detailed driving routes, the accommodations at the several parks, and of course all the meals. Well done!

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**An NVRG Connection to the Battle at Sharpsburg—
 Ruben M. Risheill**

By Susan Skiles

The Antietam National Battlefield portion of the Fall Tour was especially meaningful to me. My maternal great-great-grandfather, Ruben M. Risheill, took part in this battle (as well as numerous others) during his 3-year voluntary enlistment with the 96th Pennsylvania Infantry Regiment.

While we were in the Visitors Center, the Park Ranger looked up the unit and photocopied their information for my family's records and showed me on the map where the unit was during the battle. He was at tour stop #3. I have temporary custody of Ruben's war diaries which were digitized by the Library of Virginia at the 150th anniversary of the war. I brought along a photocopy of the Antietam entries as well as the library's record number. They copied my information for their records.



The Sharpsburg battle diary page

Wednesday, September 17th 1862

Started on a march & marched through Sharpsburg & camped on the Battlefield, protecting our Batteries. Heavy cannonading all afternoon.

Thursday, September 18th 1862

Resting & Burying (sic) the dead as Rebs skeddaddled (sic)."

While I'm sure the rangers get a lot of inquiries and stuff from relatives, they seemed genuinely interested in the diary entries. I'm sure Ruben would be pleased.

If you're interested in the diaries, they're record 000785927 in the digital collection of the Library of Virginia. This link takes you right to the diary: [DigiTool - Results - Full \(lva.lib.va.us\)](https://lva.lib.va.us)

=====
Another NVRG Civil War Connection—John Rial

By Joan and Dick Rial

John Rial, the great-grandfather of Dick Rial (an NVRG member) had an interesting and blessed life.

He was born June 10th, 1842, in Lawrence County, Ohio. At the age of 19, June 5, 1861, he was enrolled and mustered into service at Mt. Vernon, Ohio, as a musician in Captain Benning's Company B, 4th Regiment Ohio Infantry to serve in the Union cause.

According to the Biographical and Historical Cyclopedia of Westmoreland County, PA, (1890), John also served in the Grand Army of the Potomac

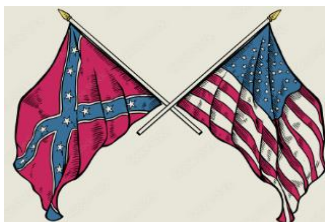
and served under General Burnside at Fredericksburg, General Hooker at Chancellorsville, and General Meade in the Battle of Cemetery Ridge at Gettysburg.



John Rial (1842-1917)

David W. Rial (according to family legend) often related a story of his father John's participation at Gettysburg. One night while on sentry duty, John began to feel a great fear. As a child he had been taught to pray or sing a hymn when afraid, so he began to sing "Nearer My God to Thee" and the remainder of the night passed uneventfully.

In 1913, John, accompanied by his son, James, attended the 50th anniversary reunion of soldiers at Gettysburg. A group of Union and Confederate veterans were sitting around a campfire swapping stories, and John related his story of experiencing great fear while on sentry duty. A Confederate veteran immediately came up to John, shook his hand, and said "I was a sniper and I had you in my sites, but when you sang the hymn, I couldn't pull the trigger".



John Rial (1842-1917) with cronies at the 50th anniversary reunion of the Battles at Gettysburg. Note the gentleman 3rd from the left is John Rial and his lower right leg is missing

John Rial was wounded in action on June 3rd, 1864, at Cold Harbor, Virginia, in what is known as the Wilderness Campaign. According to a story told by John to his son David W. Rial, after being wounded in the leg during the battle he crawled into a church and was later discovered there and taken to a large stone house which had been established as a field hospital at White House Landing. The wound required an amputation of his right leg just above the knee. It was in this field house that the amputation took place by William Thompson on June 13, 1864. Dr. William F. Norris was the supervising surgeon for Private Rial.

This amputation was the first recorded field amputation in US Army medical history. Around 1984 Dr. William Y. Rial verified through the office of the Surgeon General that the amputated bones (with a ball lodged in the knee) are in the Army medical section of the Smithsonian Institute of Washington, DC., currently in Bethesda, MD.

A second amputation took place in Washington, DC, in July of 1864 to complete and repair the original surgery. He was honorably mustered out of service in July 1864.

John served as a telegrapher and prothonotary during his working career while he and his wife raised nine children in Greensburg, PA. John Rial died on March 4, 1917, on a trip to Boynton, OK, while wildcatting for oil, supposedly from falling off an oil rig. He was buried at St. Clair Memorial Cemetery in Greensburg, PA.

These are the kinds of stories that need to be passed on to our children and others.

(Editor's Note: The following article originally appeared on the blog *Simanaitis Says* on May 27, 2017)

Ford Dealer Starts Own Airline

By Dennis Simanaitis

It seems improbable today, but a car dealer starting his own airline was a sound business model back in 1927. The country was abuzz with Lucky Lindy's transatlantic solo, Jack L. Maddux had a thriving Ford and Lincoln dealership in Los Angeles, and he recognized Los Angeles to San Diego, a 125-mile trip, as a profitable air route—in a Ford Tri-motor, naturally.



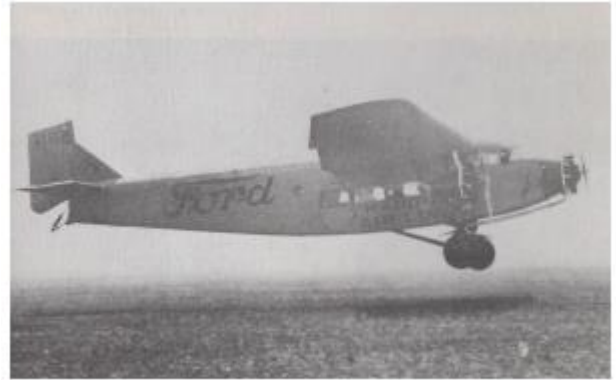
Jack hired Larry Fritz as the perfect chief pilot. Fritz had been flying Ford Tri-motors for the Stout Air Line back east. William Bushnell Stout had designed the Tri-motor for Henry Ford in 1926.



Jack Maddux, left, and his chief pilot, Larry Fritz. This and other images from *Los Angeles Aeronautics 1920-1929*, compiled by D.D. Hatfield, Northrup University Press, 1973.

According to D.D. Hatfield's *Los Angeles Aeronautics*, Maddux Air Lines began operation on July 21, 1927, just two months after Charles Lindbergh's New York/Paris solo. The inaugural flight of the Maddux Ford 4-AT carried 12 passengers.

It traveled from a dirt strip, Inglewood Site (now within LAX), to another one near San Diego's Dutch Flat (where Lindbergh had picked up his *Spirit of St. Louis* from the Ryan Airlines plant, the site adjacent to today's San Diego International Airport/Lindbergh Field).



A Ford Tri-motor, piloted by Charles Lindbergh, takes off from Los Angeles for Maddux Air Lines' inaugural San Diego trip July 21, 1927.

Later Maddux Los Angeles hubs included Rogers Airport (having been opened in 1918 as Charlie Chaplin's Chaplin Aerodrome) and Glendale's Grand Central Air Terminal (now part of Disney's Grand Central Creative Campus).

The original Maddux schedule had one round trip daily, leaving Los Angeles at 10:30 a.m. and arriving in San Diego 1 hour 15 minutes later. The return trip left San Diego at 3:00 p.m. and arrived in Los Angeles at 4:10 p.m. The fare each way was \$15, perhaps \$212 in today's dollar. By contrast, a 1927 Los Angeles/San Diego train ride took perhaps 3 hours and cost around \$3.60.

By the end of July 1927, Maddux Air Lines had carried 128 passengers. August added another 228; September, 264. The next year, the airline grew from two Tri-motors to 13 of them, two Lockheed Vegas and a pair of Travel Airs. A total of 9445 passengers flew 386,736 miles.



THE MARVELS
of the country side
from the windows of
a Ford tri-motor all-metal
airliner suddenly become
but back-ground as you
circle **Mines Field** and
behold! . . . before you the
majesty of the wondrous
Graf Zeppelin

TRAFFIC OFFICES
636 S. Olive TR 0317 6407 Hollywood HO 7123

MADDUX
AIR LINES
DEPENDABLE

\$5 . . . daily
during its stay here . . . from
Grand Central Air Terminal and return
in comfort aboard . . .

When the German airship Graf Zeppelin visited Los Angeles in August 1929, Maddux Air Lines offered a wondrous view for only \$5.

Jack Maddux recognized the value of publicity and advertised famous aviators associated with his airline. Charles Lindbergh was a Maddux consultant and, according to D.D. Hatfield, piloted the inaugural flights as well. Humorist Will Rogers was an aviation enthusiast who enjoyed chatting with Maddux pilots.



At left, Charles Lindbergh was a Maddux Air Lines consultant and piloted the inaugural flights. Humorist Will Rogers was a fan of the airline.

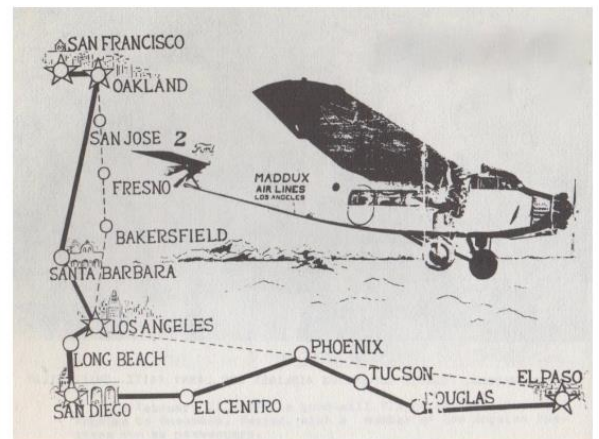
Maddux Air Lines expanded its itinerary in 1928 by adding passenger service from Los Angeles to San Francisco, with scheduled stops in Fresno and Oakland. Ask the pilot in advance, and he'd set down

in Bakersfield or Visalia.



A Maddux Ford Tri-motor on the Los Angeles/San Francisco route.

That same year, the airline also added regular hops from San Diego to Tijuana's Agua Caliente Casino. Wealthy Americans, including Hollywood types, were attracted there by the casino's gambling and booze. This was during U.S. Prohibition, but the casino's success was short-lived: In 1935, Mexican President Lázaro Cárdenas outlawed gambling, the place was transformed into a state-run school named in his honor, and it eventually fell into disrepair.



In time, Maddux Air Line routes extended from San Francisco to El Paso.

Long before the casino closure, though, in 1929 Maddux linked up with TAT, Transcontinental Air Transport. For six months, its aircraft carried dual logo. Then, in November 1929, TAT bought out Maddux. In 1930, TAT merged with former competitor Western Air Express to form Transcontinental & Western Air (T&WA) which later became TWA, Trans World Airlines.

TECH TIP

Generator End Plate Thread Repair

By Steve Blancard

Here is a very obscure, but often needed repair on 1930s-era generators with the pulley mounted fan that use the double row bearing and fragile pot metal bearing retainer.

Over the years most of these generators have been worked on, often by someone without the proper tools. The bearing retainer gets beat up and sometimes broken, resulting in it being broken up with a chisel and removed in pieces. This usually causes the end plate casting threads to be beat up preventing a new retainer from being threaded in properly.

To clean up the threads, I use a 1-7/16"-20 plug tap. It is set up in the mill for proper alignment, and a homemade tap wrench is used to turn the tap by hand. A steady rod with a spring-loaded center is used to exert a downward pressure on the tap. This works perfectly and saves an otherwise useless part.



Tap held and centered with mill and end plate securely held to mill bed



Re-threaded generator end plate with new bearing retainer partially installed

New EFV8 to NVRG

By Dave Gunnarson

Thetan Ogle has done metal repair work for several NVRG members and most recently has been working with me and Hank Dubois on our 1935 Fords. All this work on early Ford V8's must be rubbing off on Thetan, as he is now interested in having one himself and the opportunity to purchase one came soon enough.

One day he received a phone call from a man in West Virginia inquiring how much it would cost to make a set of rear fenders for his "old car". Thetan gave him a ballpark number with such little to go on and the gentleman decided that the cost was just too much so he'd probably just sell it instead. Just out of curiosity, Thetan asked what kind of vehicle was it, and he replied that it was a 1936 Ford pickup truck.

Thetan found out that the vehicle was in West Virginia and received a few pictures. He arranged a trip to see it and asked if I would like to come along since I knew a fair amount about 1936 Ford trucks.

We met in Front Royal and Thetan's friend John Signore joined us. We drove down I-81 to I-64 and crossed into West Virginia, ending up at a rural farm.



The West Virginia destination

The truck was in a barn, and yes, it's a true barn find.



The truck was originally used by a hardware store in Martinsburg, WV, and participated in many parades there until a few years ago.

While it's not running, it appears to be a very original and complete vehicle. The original Gray Vineyard Green paint was stripped at some point, a thin coat of primer applied. It must have been stored for a time outside and the exterior had begun to rust. The cab interior was all original, except the bench seat was missing.



The back window glass has a Ford script date code of 11-35 and the interior side of the doors has push-button holes at the top for fastening the door panels. The serial number indicates the engine-transmission assembly dates from January 1936, so all these features indicate the truck is an early 1936 production model.

The engine has one cast iron head and one aluminum head but are both correct for 1936. All the other engine components seem to be original.

The pickup bed is in amazing original condition and the body in general is in good shape too.





**Loaded and ready to go to a new home
(L-R Dave Gunnarson, John Signore, Thetan Ogle)**

Thetan plans to keep this truck as original as possible and get it safely driving on the road. Hank and I are providing most of the missing parts to help him on this journey. Hopefully we will soon see this truck, the newest addition to the NVRG member fleet, driving around Northern Virginia soon.



November Membership Meeting: Mystic or Bust

Presenters: Dave Westrate and Family

Please join us in person or on Zoom for the membership meeting on November 14, 2023, at 7:30 PM to follow the 30-year saga of the Westrate family's restoration of a 1939 Ford Deluxe Woodie Wagon. The car was purchased in Mystic, Ct in 1996; it took an all-out family effort to restore it in time to return it to Mystic for a National Woodie Club national woodie car show in July of this year. Their story was covered in the October issue of *Woodie Times* magazine.

Date: November 14, 2023

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

Location: Green Acres Community Center in downtown Fairfax

For anyone unable to attend, the meeting will be broadcast live on Zoom. If all goes according to plan, the speaker will have a microphone, so you should be able to listen to the presentation while it happens. At the end of the presentation, I'll take everyone off mute so you can ask questions. Hopefully all the bugs have been ironed out, but please be patient if things go awry.

Here's the Zoom connection information:

Join Zoom Meeting Link:

<https://us02web.zoom.us/j/87560013233?pwd=MjJlMazRkRTRwTHJUb09zeXFGc3JlNQ09>

Meeting ID: 875 6001 3233

Passcode: 916466

Phone: 301-715-8592

WELCOME NEW MEMBERS

By Gay Harrington

Our NVRG has two new members to welcome this month.

Ryan Johnson lives in Centerville, VA, and owns a 1936 Ford Panel Truck. Here is a photo of Ryan with his pristine Early Ford V8!



John and Cynthia Mason of Falls Church, VA are our newest members. They own a 1934 Ford 2-door sedan.

On behalf of the entire NVRG, I extend a warm WELCOME to Ryan Johnson and John and Cynthia Mason! We hope to see you at meetings, tours, and other events soon.



Several NVRG members participated in the 2023 Fall Tour of Antietam National Battlefield, Harpers Ferry, WV, and Crystal Grottoes Caverns

The 2024 Calendars Are Here!

Don't forget to get your copy of the 2024 calendar featuring members' cars!

This is the 18th year our NVRG has produced these photo calendars.

The cost of calendars purchased without the need to use the mail is \$15.00 per calendar, payable to NVRG.

We will have calendars available at the meeting in November and holiday party in December—perfect for gift-giving!

The cost of a calendar purchased with the need to use an oversized envelope and the mails is \$18.00 per calendar, payable to NVRG. If you order more than one calendar by mail (all going to the same address), I will get you an exact postage price. If you order from out-of-country, I'll do the same and determine exact postage costs. Just send me an e-mail or call/text me and we'll get it done (Gay Harrington hahsuj@gmail.com 571-213-1740). Postage isn't cheap these days, but you'll pay only what it costs.

Or, if you are renewing your NVRG dues by mail and also want to buy a calendar, then please pay dues no later than the January 31, 2024, deadline, and take advantage of a "bundle discount." Make your check out for **\$41.00 payable to NVRG** and you will receive a 2024 calendar (16) by mail, your membership will be renewed for another year (25) with the NVRG, and you'll save \$2.00!

You are cordially invited to attend the

2023 NVRG HOLIDAY GALA

Saturday, December 9, 2023

at

P. J. Skidoos

9908 Fairfax Boulevard, Fairfax, Virginia

Lower-level banquet room by way of restaurant interior staircase

ATTIRE: COAT & TIE

Our celebration begins with cocktails at 6 pm (cash bar)

Menu Selections

*Fresh green salad with house dressing, bread, dessert, & tea or coffee included
with each dinner entrée*

*Prime Rib of Beef Au Jus 10 oz with red potatoes & green beans
\$36 per person*

*Fresh broiled Salmon, lemon butter or honey Dijon Glaze, red potatoes, &
green beans - \$33 per person*

Grilled lemon chicken breast with rice pilaf & green beans - \$31 per person

Dessert: Chocolate Mousse, Ice Cream or Sherbet

**Please mail your check (payable to NVRG) with the completed Menu
Selection Checklist not later than December 1 to:**

Joe Freund
650 Springvale Road
Great Falls, VA 22066-3304

Also, let Joe know if you need a ride to and from P. J. Skidoos.
We look forward to seeing you there with wrapped gifts for the traditional gift
exchange. Don't forget items that the spouses will enjoy!

2023 NVRG Holiday Gala
Saturday, December 9, 2023
Menu Selection Checklist

NAME: _____

MEMBER SPOUSE/OTHER

Select one entrée below per person

Prime Rib of Beef Au Jus - **\$36.00**
 Fresh Broiled Salmon - **\$33.00**
 Grilled Lemon Chicken Breast - **\$31.00**

Select one dessert below per person

Chocolate Mousse
 Ice Cream
 Sherbet

TOTAL AMOUNT OF CHECK: _____ + _____ = \$ _____

*For those selecting fresh broiled salmon, lemon butter and honey dijon glaze will be served separately at each table.

Please make your check payable to: NVRG

**Mail Payment & Menu Selection Checklist by Dec. 1.
 Thank you.**

Mail To:

Joe Freund
 650 Springvale Road
 Great Falls, VA 22066-3304



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

1935 Ford pickup. Original Ford dealer demonstrator with older repaint. \$40,000 OBO. Contact: **Gary Wingard**, (814)-341-1351. (03/24)



1947 Ford Super Deluxe SW (Woodie). Garaged and lightly used (2500 mi. in the last 45 years – odometer shows 70,700), unrestored but well maintained, runs nice, new tires, older repaint, nice interior (excellent wood; recovered seats; gauges, clock and horn all work), pretty solid exterior, many extra parts (including structural wood) – a real survivor. \$40,000. Contact **Nelson Ford** (571) 314-6611. (03/24)

1931 Ford Model A. Garage-kept NC car now located in No. VA. Starts and drives beautifully. Original condition. Interior very nice. No rust but paint peeling in some areas. Underneath clean. \$23,500. See more pictures at <http://www.clcpotomac-region.org/31fordforsale.htm> Contact **Jim McKoy** at gmoneyflowing@gmail.com or 240-708-3408 (call or text) – Serious inquiries only. (02/24)



1936 Deluxe Phaeton, the "President's" Car. Offered by the "FDR Living Museum." Excellent condition; nearly identical to FDR's personal car (now located at Hyde Park, NY). This Phaeton was used for 30 years by renowned FDR re-enactor Delmas Wood, seen at events by over 2 million people and ridden in by many historical figures. Fully restored, AACA winner, show condition. Rare as these are, this is not your typical 1936 Deluxe Phaeton. This one has its own history and so much history of World War II associated with it. Museum accepting a responsible offer. Contact **Jim Crawford** 301-752-0955. (02/24)



1986 Ranger long bed. Fuel injection, 4 cyl., 64K miles. Zero rust. No A/C or power windows. Belts, hoses, tires, battery, wheels replaced. \$5,000. Contact **Cliff Green** 919-346-1458. (01/24)



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) (See photo next page.)



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)



PARTS & ACCESSORIES FOR SALE

1935-'36 Original parts. Sheet metal, locks, gauges, spark plugs, handles, wheels, bumpers. Also '48 Mercury frame with Engine and OD \$395. '53 Mercury Engine w/auto trans \$750. '41 NOS front fenders (top) pair \$450. '40-'39 NOS running board, right \$395. '38 NOS RF fender, standard \$375. '38 radiator (nice, no leaks) \$195. **Jim Crawford**, 301-752-0955. (02/24)



Books and Judging Manuals. Ford Parts & Accessories "Green" Book; older version 1932 Ford Judging & Restoration Guide; 1940 Ford Restoration Book; 1949-51 Ford Restoration Book. Make an offer. Call **Bill Selley**, 571-239-7570. (01/24)



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)



'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)



'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)



2002 Morbark 2060D Cylone Brush Chipper, Very good working condition. Brush chipper takes up to 6 inch diameter trees. **SOLD** 25 HP engine, repainted, good running clean machine. Complete instruction and parts manual. CASH ONLY. **Joe Freund**, 703-627-1533, joefreund@verizon.net. (02/24)



PARTS & ACCESSORIES WANTED

In the market for a **replacement exhaust for my '29 truck.** Mine is split wide open and it scares me a bit (see photo). Looking for a spare to buy. **Jereme Macready**, jereme.macready@gmail.com (01/24)



1952/53 Ford Wagon, Courier Sedan Delivery, Convertible or Victoria. Looking for driver quality car, old original or car needing minimal work due to storage issues, etc. No rusty or long-term projects. Prefer Automatic or Manual with Overdrive. Contact **Nick** at nta1153@verizon.net or 703-966-8422. (01/24)






8BA Intake manifold with good oil fill pipe. Send picture and price to Nick Arrington, nta1153@verizon.net or call 703-966-8422. (05/24)



NVRG 2023 Events Calendar



November	
8	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 .
14	Membership Meeting – 7:30 PM. Program: Mystic or Bust; Presenter: Dave Westrate; Location: Green Acres Senior Center.
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
28	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
December	
9	2023 NVRG Holiday Gala – P.J. Skidoos, Celebration begins at 6 PM with cash bar. Questions? Contact Joe Freund at joefreund@verizon.net .
13	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 .
16	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
January 2024	
8	Membership Meeting – 7:30 PM. Program: American Museum of Speed; Presenters: Dave Gunnarson and Bill Simons; Location: Green Acres Senior Center.
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 .
20	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
23	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Looking Ahead!	
	<ul style="list-style-type: none">  December 9—NVRG Holiday Gala  January 8, 2024—NVRG Membership Meeting

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
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NVRG Car of the Month
Steve Pieper - 1936 Ford Deluxe Roadster



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