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# Valve Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96  
Chartered December 11, 1977

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Editors: Nick Arrington & Sara Karnish

## March Membership Meeting:



By Dave Gunnarson

Far from Northern Virginia is the Museum of American Speed. Located in Lincoln, Nebraska, NVRG members Bill Simons and Dave Gunnarson had separate opportunities to visit this very interesting, and large, museum in 2013 and 2023, respectively. The March program featured photos taken during their visits and provided a guided tour to many of the exhibits. While it's a long journey to get to this museum, if you ever get the chance, both Dave and Bill highly recommend visiting. There are a considerable number of flathead Ford era exhibits along with exhibits featuring Model T and Model A's, especially the racing versions of these iconic vehicles.

Dave and Bill began with an overview of the museum and what makes it special. The museum has three levels crammed with exhibits spread out over 150,000 square feet. The museum curators have done a wonderful job of densely organizing the exhibits and providing information describing the artifacts. There are exhibits featuring race cars, historic hot rods, engines, salt flat racers, famous car designers and engine builders and a whole lot more. Both Dave and Bill were impressed with the variety of exhibits and thematic displays and the museum seemed to be filled with quality items and many rare items. The exhibits are all very accessible and it's very possible to get close to most of the artifacts. *(cont'd on p. 3)*



On the edge of the lobby is a Miller-Ford race car which participated in the 1935 Indianapolis 500.



Northern Virginia was represented by virtue of a display of S&S Parts formerly of Falls Church, Virginia

## IN THIS ISSUE

<a href="#">President's Message</a>	Page 2
<a href="#">Out &amp; About</a>	Page 5
<a href="#">Tech Tip</a>	Page 10
<a href="#">April Meeting</a>	Page 12
<a href="#">Automart</a>	Page 13
<a href="#">Events Calendar</a>	Page 17



# *Up Front with the President*

## *April 2024*



### President's Message—April 2024

We are still mourning the passing of our very good friend and long-time member Ken Burns. A large group of members (including a half-dozen early V8s and a couple of Model As) paid a final tribute to Ken on Monday March 25<sup>th</sup> at the Fairfax Memorial Park. On both a personal basis and as a fellow V8er, he will be greatly missed!

Ken managed several functions which are essential to the effectiveness of our RG, especially regarding communications with members, other Regional Groups and the outside world. I had feared that our RG would suffer getting back up to speed in these areas, at least in the short term. Fortunately, members have quickly stepped forward and volunteered to serve in key roles. Terry Thomann will be taking over management of the [list server](#), the member database that allows us all to communicate with NVRG members via email. Rusty Rentsch will be our new webmaster, managing our [website](#), a key member resource and promotional tool. Huge thanks to Terry and Rusty for volunteering! Thanks also to Board member Bill Simons who worked long and hard to cut through some administrative and security roadblocks to re-establish links to the three separate vendors hosting our list server, website, and web domain name (nvr.org).

Our next major event is the Poker Run on Saturday April 20. This will be the 20<sup>th</sup> running of this very well attended event! The run will traverse the same route and pay tribute to the organizers of the inaugural Poker Run. A notice in this issue has more detail. Thanks to Hank Dubois for organizing it.

The program presentation in our April membership meeting will be very interesting and interactive. Steve Blanchard will tell us about flathead Ford generators and cutouts and his approach to rebuilding and calibrating them. If you are having issues with your generator or have an old generator you don't need, bring it to the meeting and talk with Steve after the meeting.

The meeting will be on Tuesday March 12<sup>th</sup> at our usual meeting location, the Green Acres Center Senior Center in Fairfax City. In a departure from recent practice, this meeting will not be accessible on Zoom. Our Zoom master Dave Gunnarson will not be able to attend the meeting. I look forward to seeing you there.

Best V-8 wishes,

*John*

2024 NVRG Officers and Terms	2022 Directors and Terms	Committee Members
President – <a href="#">John Ryan</a> (2023 & 24)	Membership – <a href="#">Gay Harrington</a> (2024-25)	Fairfax Show – <a href="#">Dave Westrate</a>
Vice President – <a href="#">Joe Freund</a> (2024-25)	Programs, Refreshments – <a href="#">Dave Gunnarson</a> (2023-24)	Tours Chair – <a href="#">Hank Dubois</a>
Secretary – <a href="#">Nick Arrington</a> (2023 & 24)	Webmaster – <a href="#">Rusty Rentsch</a> (2024-25)	Property – <a href="#">David Skiles</a>
Treasurer – <a href="#">Bill Simons</a> (2024-25)	Sunshine – <a href="#">Keith Randall</a> (2023-24)	At-large – <a href="#">Jim LaBaugh</a>

(cont'd from p. 1)



This is a 2-passenger race car. The mechanic sat slightly behind the driver and stuck his arm into a pocket behind the drive which has a grip handle.



This is the original and unrestored hot rod built by Ed Iskenderian better known through his machined ISKY cams. The museum even has the lathe he used to make them.



There's a large area devoted to historic hot rods like the Boot Hill Express. Many of these were reproduced as plastic model kits



A huge area displays many Model T racers like this board track racer in a very well-done replica track surrounded by period photos and information cards



Another area is devoted to Salt Flats racers including streamliners



Reported to be Edsel Ford's first custom car, a modified 1912 Model T.

There are displays of flathead engines, overhead valve conversions, superchargers, racing flatheads and so much more. It also houses a vast collection of car-themed movie posters, lunch boxes, hundreds of pedal cars.



This article only barely begins to show the scope and extent of this museum. The museum is currently opening another 90,000 square feet of exhibit space so if you go, you will likely see many new exhibits. Both Dave and Bill agreed that it would take at least two full days to see this museum. So, if you ever get to Lincoln, Nebraska, be sure to find time to visit this amazing museum.

## NVRG Salutes Ken Burns

By Hank Dubois



Ken and his '41 Woody

On Monday, March 25, a large number of NVRG members made their way to the 1-5 PM Visitation at Fairfax Memorial Funeral Home in Fairfax, VA to pay their respects to Helen and the entire Burns family following Ken's death on February 28. Members were encouraged to drive their vintage cars as a tribute to Ken and eight Club vehicles arrived early in order to park together and thus provide a striking salute to Ken.



Other NVRG members, arriving in modern vehicles, joined the group and the obligatory group photo was taken. As the group started to walk toward the funeral home entrance, we realized that Helen and family had come out to greet us and see the Club cars. They were touched by what they saw and so very grateful for our supporting presence. Helen, daughter Kathy, and son Chris all remarked that it was a perfect tribute to Ken – he would have loved it, they said! The group then went into the funeral home where they were joined by a considerable number of additional NVRG members over the course of the afternoon's visitation.



**The Fords Keep Rolling Along**

*By Jim LaBaugh*

With the start of a NVRG caravan at the Fair Oaks Mall, several Fords traveled over hill, over dale, and along the fortunately not dusty trail to The National Museum of the United States Army at Fort Belvoir, VA. Hank & Cindy Dubois led the way in their '35 three-window coupe, followed by Mike Petty ('31 Model A Fordor), Dave Skiles ('34 Cabriolet), Frankie Martin ('51 Custom Tudor), and Jim & Connie Baker ('31 Model A Fordor). On arrival at the Museum parking lot, they were joined by Leo Cummings ('50 Mercury Monterey Tudor) and those who drove modern iron: Bruce & Loretta Metcalf, Stan & Roz Johnson, Barry & Jeanette Hall, and Jim LaBaugh. Jessica, the person from the Museum coordinating the tour with Hank Dubois, welcomed us at the section of the parking area reserved for the vintage vehicles.

As the group walked to the large open plaza at the front of the Museum we passed by a wall containing markers paying tribute to specific Army units. A tribute marker that stood out to members of the NVRG was the one for the 174th Assault Helicopter Company, of which a departed member, Jim McDaniel had been a member (*see October 2022 Valve Clatter*).



After passing through a security screening at the Museum entrance, we assembled in the vast open space surrounding the visitor's desk and met the docents leading our tour. Tours are designed for groups of 10 so we split into two groups and proceeded through the Soldier's Stories gallery of 41 metal pylons featuring portraits and career highlights of a variety of individuals of various ranks. One group paused at the pylon of Sergeant Leigh Ann Hester, a member of the Police Company of the Kentucky National Guard, who led a counterattack to save a convoy that had been ambushed in Iraq on March 20, 2005. For her action she was the first woman to receive the Silver Star since World War II.

The focus on soldier's stories is a point of emphasis throughout the Museum, which includes 7 galleries on the main floor, and a Medal of Honor exhibit and Garden on the third floor, with an added current focus on Japanese-Americans who fought in World War II, including the most highly decorated unit in that war, the 442nd Regimental Combat team. The galleries include: the Army and Society Gallery, which relates the Army to civilians and the government, and 6 representing different periods of history - War of Independence and War of 1812; The Civil War; Spanish-American War, action in China and Mexico, and World War I; World War II; Korea, Vietnam, and the Cold War; and Kuwait, Iraq, and Afghanistan.



Each gallery included large items, such as a Wright airplane and early Helicopter, Civil War cannon, Renault FT-17 WWI tank, Higgins Boat Landing Craft, Ford Jeep, Sherman tank, artillery pieces, Bradley Fighting Vehicle, and Huey Helicopter. Suspended from the ceiling were models of army aircraft from the period.

Throughout these galleries were 64 statues of soldiers in period uniforms, each cast from active-duty soldiers, adding to the realism of the displays. The various equipment and weapons used by soldiers of each period were so numerous (127,000) that it would take a day, at least, to visit every display in the museum.



Considerable planning went into the construction of the museum and its galleries. The large items of considerable weight, the armored vehicles for example, were brought in first after the floor was installed and positioned on appropriately reinforced flooring, all before the walls of the Museum were erected. Each was enclosed in a waterproof enclosure during the rest of the construction of the building. The museum is on 84 acres of Ft. Belvoir in an area that once was a golf course of the Fort.

With so many items in each gallery, the docents focused on particular items for their tours. George, a docent who had served in the infantry, then ordinance and bomb disposal, pointed out things that represented innovations of their times: bayonets on muskets; the slouch hat that was favored over the forage cap in the Civil War because it offered more protection from the sun and rain, and could be easily rolled up; the machine gun of WWI that made offensive maneuvers very difficult when lines of trenches appeared; the tank that allowed offensive maneuvers to resume because the tanks were armored and could knock out machine gun positions; the M1 rifle used in WWII - because it was semiautomatic, firing many rounds instead of single shots that bolt-action rifles fired; and Huey helicopters used in combat as well for transport and medical evacuations.



After touring the galleries, both of the NVRG tour groups combined at the Museum Cafe for lunch, and good conversations about the museum as well as members' Fords. Other attractions at the museum include the Army Action Center - offering virtual reality experiences-and the Army movie theater, which was closed at the time of our visit. Beginning In April a D-Day exhibit will be on display to commemorate the 80th anniversary of that event.

As we were leaving, Jessica spoke to us, wanting to get a photo of Frankie Martin's Ford Jacket. She mentioned that photo, along ones she had taken of the cars, were going to appear on the Museum's social media site, and that they were excited to have us visit and look forward to the next time our Fords might go rolling along to return for another tour. Thanks again to Hank and Cindy Du-bois, as well as Jessica, for setting up this wonderful tour of the Museum.



## Sugarloaf Region Westminster AACA Swap Meet

By Nick Arrington

March 22<sup>nd</sup> and 23<sup>rd</sup> celebrated another year of this swap meet which was held for many years in Frederick and now is housed—for the most part—in one huge, well heated facility. There was a good selection of parts, tools, and accessories.

I spotted Clem, (no last name needed) Hank Dubois, Bill Potter, Dave Gunnarson, Chris Elenbaum, Warren Barbee, Bruce Metcalf, Milford Sprecher and Steve Blancard. Forgive me if I missed anybody as I bolted out the door at 10:00 AM to keep an appointment in Leesburg.



Here's some of the "scores" that were had: Milford Sprecher snagged magnetic fender covers from Eastwoods table for only \$2.98 each! Kinda the K-Mart Blue Light Special—along with a nice set of '51 Maryland Tags.



Bill Potter picked up a cologne bottle or possible hip flask shaped like a late 20's Packard Radiator for \$1.00.

Chris Elenbaum found a bulb horn for the '39 Pickup formerly of the Famous Clem Car Collection

Clem found a wooden Pelican which will be Mrs. Sandys Xmas present. He spares nothing for that special gift.

Steve Blancard hauled out an Early V-8 Generator for \$5.00.

I scored 3 tintype cars marked "Occupied West Germany"—one still in the box—from some obscure toy company trying to make a go of it in post-war Germany.

Warren Barbee was sighted with some Brand X stuff on a hand truck trying to avoid eye contact with respected Early Ford V-8 Guys as to not ruin his reputation.

It's still a great show a couple of hours away. Plan on it next year if you have never attended.

## A Two-fer in Maryland: Howard County AACA Show and Swap Meet

By Clem Clement and Jim Gray

On Saturday, March 9, Jim Gray and I headed off to the Chesapeake Region AACA annual collector car swap meet at the Howard County Fairgrounds. Why? Well, because the west winds were right, the sunbeams were in the sixth quadrant, the moon was disappeared because of the raining like crazy. So off to the County of Howard, who used to play for the Nics, which is pretty near to Jersey, because they were having a fiesta involving rusty parts, toy trains, toys, junk, and a pretty good size crowd.

The sum of which is about a quarter of the parking lot was full at 9:15 AM when we left. We arrived early enough to get the good stuff, and late enough that the regular sunlight could be used as opposed to a flashlight.



First tent, first piece I found was a train. Big surprise. And it was a dollar and it was a big tin lithographed rusty hulk with a plastic engineer, so I invested wisely my one dollar. Actually, I have a modified version here at Ashby Ponds, so now I'm gonna have one modified/one rustified. Happiness is. (Years ago, I ran the modified one on the National Capital Tracker's layout at a Greenberg train show. The huge tin loco over hung the track and all signals and plastic citizens were whipped out from their positions near the track; to the delight of the entertained crowd).



We talked to Dave Sturgis in the Bal'mor Model A Booth (I don't know why GWC doesn't have a booth). He reports that things are good up there. doing some good meetings and being active and we're glad to hear that. Dave was appointed by somebody, I think maybe Jim, to be the intermediary between the Baltimore Club and GWC Club. He reported that he gets info and he seemed comfortable with it. He's getting what he needs to know so I'm delighted that connection is continuing.

About 9:15 AM we had visited everything, and in the last booth a guy had a small bucket of about 75 cars and another with twice as many. I negotiated on the smaller bucket and lost, so I bought the whole lot and brought it home. Which was good, since we do a train run at Ashby Ponds in July to the enormous delight of everybody. Kids and grandkids need to say: "Let's go see grandma this third weekend in July and Visit Gramma and play with the trains and toy cars." The trains here, you know, belong to clubs and members, and are expensive. So the kid needs his or her own little toy car, not train wheels, in his/her hand while Granddad is talking to mom and grandma and enjoying the trains. I got a few bucks tied up in them, which is a wonderful investment in happiness by me for all the kids (and me.) Before they become giveaways, they're gonna get a bath and they're gonna get inspected for sharp points and safetyified like that. We'll give each young visitor a little toy car to play with, each of them will think about maybe coming back next year because there might be more trains and cars.



We went over to Frederick County and eased in there into the Petrolina show which has really picked up in the 20 or so years that I've been going. They went from a lot of junk and rusty cans to so much to really some fun offerings of giftable trinkets, lube cans and signage, gas station advertising, and memorabilia. I came upon this little plastic tanker with 2 toy cars inside. Once you got up to the pump, there was a guy who offered a toy if you buy 10 gallons of gas. The owner was all excited about it, except I was not.

We had a lovely visit with fellow clubbers Brad and Kirsten Minners. Their daughter is on her own making money, just out of school and living on the West Coast. Brad gave an energetic report on the exciting activity at the meet. The show really began during set up day on Friday. By about 11:30 a.m. on Saturday, lots of vendors were packing out. Everybody we talked to said it had been a great event. There was a lot of good stuff there for those that collected that kind of stuff. Thanks to the U. S. Army, Brad had been stationed in Germany for several years and got to know where all the good flea and car markets were in the great state of Europe, to include Russia. He has a means of scooting over there on military air for next-to-nothing, finding a bunch of stuff and dragging it here to sell. Which seems like a great plan to me. Anyway, they had a lot of nice stuff on their tables.

Brad had a most enjoyable he had a wonderful story to tell us about a rare Model A Ford he'd found, purchased, and sent home via Amsterdam. A great story we encouraged him to tell the club. Maybe it'll end up in the Model A Museum in the future – but for now, he's trying to figure out how to pair this car with another he has for a special showing at Pebble Beach. Then, maybe, the story. All-in-all, a great visit with them and several wonderful stories.

Brad also added that although Elanor is struggling with dementia, his dad Howard is in fine shape, and that they are planning another trip to Europe in the near future. Apparently there is a great flea market in France that needs to be visited.

Back when this stop was the second of three in our early spring "Trifecta", we would head over to the Frederick airport around 10:45 AM for some breakfast feast.

But this year we were late, and the breakfast had already turned into the usual luncheon, so we went to Brown's Liquors & Deli. If you haven't been there, it's right across the street from Joe's Upholstery. Joe is Donnie Jenkins' father, who is a second generation of upholsterer. I know that Donnie did Jim O'Neil's Van to high grade standards. Donnie's son is now running the shop.

Anyway, back at Brown's we found the chicken noodle soup to be hot and tasty as were the barbecue sandwiches. As we were standing around with our newly purchased lunch, we asked where we were supposed to sit and eat. "In your car", we heard, so off to my Forester we go. We wolfed down our chow, had a wonderful chat all things in general, and solved all problems known to man.

Soon it became time to ease on down the highway and pretty soon I was back here at Asbury Ponds reflecting on a delightful day. Thanks, dear friend, Jim Gray for driving, covering up my fopahs (I think Clem means "*faux pas*"). My manager said she had a delightful day with nobody around to pester her or make demands. Grand fun and then in two more weeks or one more week or something is Westminster and that's more super fun. We hope you get to go. Be there by eight, since at 10:45am will be leaving to go to Maggie's because they serve beer and really good sandwiches. Then if we have enough stomach or courage for it, we'll head for the homemade ice cream just down the road about 3 miles on the right. Then, if anybody, we'll go by Bratton's in Mount Airy. Nobody in my vehicle has a Model A, and I ain't got no need for Model A parts so we may not do that. Anyway, all is happy. Sure wish everybody had been there with us.

## Making Water Slide Decals

By Dave Gunnarson

While restoring my 1935 Truck, I began looking for two engine compartment decals. One is for the optional oil bath air cleaner, and the other is for the engine block air breather horn. I was able to locate one potential oil bath air cleaner decal, but had no luck in finding the air breather horn decal.

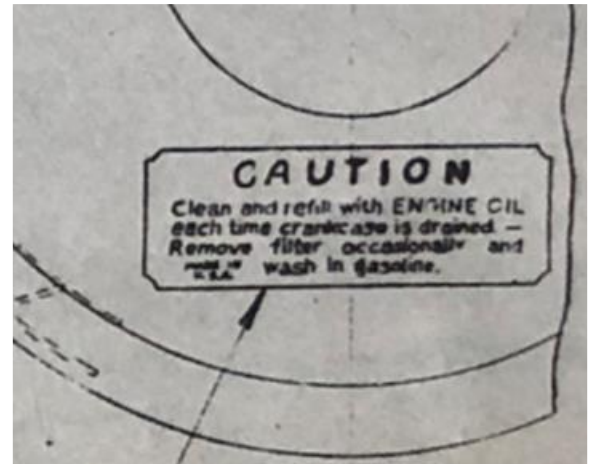


The remains of an original oil bath air cleaner decal

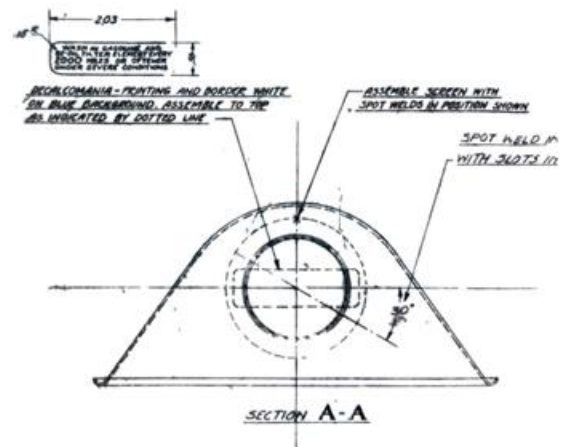
After reviewing the reproduction oil bath air cleaner decal, I decided not to purchase it for several reasons. First, there are at least three different oil bath air cleaner decal versions: 1932 to 1934, 1935 and 1936, and 1937 to 1948(?). The currently available version is for 1937 and later but I wanted the 1935-36 version. Also, this “decal” is printed on a paper-backed peel and stick label material. The original is a water float decal and paper decals do not have the same look and feel as the original water float decals and for an authentic restoration this paper decal is inappropriate. With no satisfactory decals available I either had to go without or make my own.

In the process of writing my book, *The 1935 – 1936 Ford Model 51 V8 Trucks*, I learned a software program named Inkscape. This program allows for creating detailed illustrations using equations instead of pixels which allow the created image to remain unchanged when enlarged or reduced in size unlike pdf or jpg files which get “fuzzy” and lose shape when enlarged. Inkscape also allows virtually unlimited flexibility to create any desired shape and color.

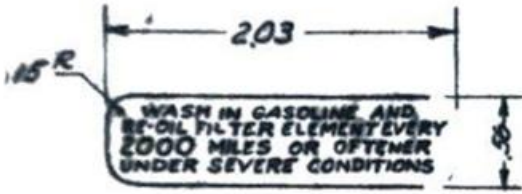
I started with as much original information as I could find. Ford Engineering drawings provided some information, as did some partial original decals. Using this information a rough jpg image of the decal was created. With Inkscape, I was able to create a new image using the rough image to create an all-new digital decal image. This decal image was scaled to the exact size need to print a perfect copy.



Ford Engineering Part Drawing Oil Bath Air Cleaner (51-9600) decal design



Ford Engineering Part Drawing Air Breather Cab Scoop (48-5766-A)



Close-up of the Air Breather Cab Scoop Decal



Creating the oil bath air cleaner digital decal version in Inkscape

The next step was to print the digital decal image onto water slide decal paper. I used Hayes Water Slide Decal Paper for inkjet printers (available on Amazon). Twenty sheets 8.3" x 11.7" cost less than \$15. I selected transparent decal paper for my first attempt but while the printed decal looked great, it virtually disappeared when it was applied on a black background. For my second attempt, I purchased decal paper with white background and it worked perfectly. This decal paper required trimming exactly to the edge of the decal so no extra white color shows beyond the design.



Finished decals being spray-sealed before being cut from the paper

Once printed, I sprayed two coats of Rustoleum 2X Satin Clear sealer to provide a protective coating. Once dry, the decal was trimmed, soaked in warm water for a minute and the decal slid into place. I think the result is an authentic reproduction of the two decals I needed. Now that I understand the process, I can create other decals for other applications so the barrier to unavailable or incorrect reproductions is no longer an issue.



Finished decals in place





**25<sup>th</sup> Annual Car Show  
Saturday, May 18, 2024**

**Time:** 10:00 AM to 3:00 PM

**Location:** City of Fairfax (Virginia) City Hall  
10455 Armstrong Street  
Fairfax, VA

**Sponsored by:** Fairfax City and Northern Virginia  
Early Ford V8 Club

**FOUR STAR FEATURE**

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WITH AUTO  
GOGGLES AND HELMET

Save \$3.00 on This  
**New Streamliner**

You can bet all the going will be pressed when they see you in this big car. Its chrome lines, graceful, sleek, streamlined and smooth flowing lines, like that of the newest modern cars. Built to last for many a happy hour. Goggles and helmet free with this auto.

**For Kids Up to 7 Yrs.**

Heavy auto-tender steel body and beautifully sweeping chrome are pieces to give strength. Sports model windshield, streamline radiator, adjustable rubber pedals, and one-piece double bar bumper, insure comfort and longer life. Transom handbrake and screaming red ball-bearing pedal. Adjustable type rubber pedals, 19-inch double disc steel wheels, with 8-inch rubber tires. Large dome bulb caps. Length, 42 in. width, 17 in. Shipping weight, 37 pounds. Not available.

**79 VM 8956-Complete... \$9.69**

**Super Features on Two Prize Winners:**

- WILL HOLD TWO MEN
- BALL BEARING DRIVE SHAFTS
- THREE ADJUSTMENTS ON FOOT PEDALS

**Hotter'n Hot!**  
**And Boy! What a Price!**

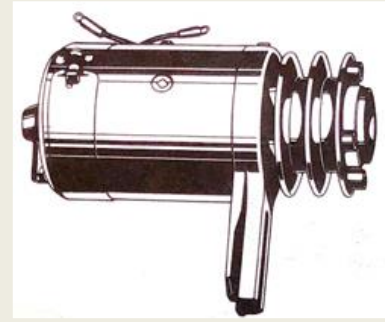
52-inch supercharger! Newest thing in automobile accessories by America's foremost manufacturer. Gleaming ivory color exhaust pipe set off the fine, sporty, dynamic. Engine! (unseen) locked-on finish on body and overtones fenders.

**For Kids Up to 10 Yrs.**

Double bar bumper, chrome instrument board—dainty headlights, 16-in. roller bearing, arch-steel steel ball bearings. Fully equipped side with the ball bearing drive shafts, spring type chassis. Adjustable rubber pedals. 52 in. long, 18 in. wide. Shape weight. **79 VM 8956... \$14.95**

**\$20 Value**  
**\$14.95**

**SHOCK ABSORBING REAR SPRINGS**



**April 2024 Membership Meeting:  
EFV8 Generators and Cutouts**

We are fortunate to have Steve Blancard as an NVRG member. He is the featured speaker for the April 9<sup>th</sup> NVRG membership meeting. Steve will give a presentation on flathead era Ford generators and cutouts. Steve rebuilds and calibrates generators and cutouts for sale. He has agreed to speak to us about the process he uses to refurbish these parts and will explain the processes in person and through some of his on-line YouTube videos. At Hershey this year he purchase a large quantity of generators and cutouts and has rebuilt and sold most of them. Recently he obtained 10 Model A generator cores for rebuilding.

Steve is open to purchasing generator cores for \$5 each for any flathead era generator you bring to the meeting. He will also test and rebuild your generator, if needed. So if you have any concerns about your generator, bring it to the meeting and talk with Steve after the program. I can vouch for the professional quality of his work.

**Date:** Tuesday, April 9, 2024

**Time:** Doors open at 7:00 PM; meeting starts at 7:30 PM

**Location:** Green Acres Community Center, downtown Fairfax

This month there will not be a Zoom connection, so to hear the presentation you will have to be present.



**NOTE:** The *Automart* is maintained and updated by NVRG member Nick Arrington. If you have a submission, update, or correction, please contact Nick at [nta1153@verizon.net](mailto:nta1153@verizon.net). To be included in the upcoming issue, ads need to be submitted by the 18<sup>th</sup> of each month. **\*\*WANT AD GUIDELINES\*\***: Ads expire after running six months. The expiration date (the issue in which the ad last runs) is listed at the end of each ad. Expiring ads may be extended another six months at the request of the ad submitter.

## **VEHICLES FOR SALE**

**1935 Ford pickup.** Original Ford dealer demonstrator with older repaint. Price reduced to **\$35,000** OBO. Contact: **Gary Wingard**, (814)-341-1351. (03/24)





**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)



**1946 Ford 2-door Super Deluxe.** Garage kept since new. Motor rehabbed years ago but ran 1 ½ years ago. New battery. Needs to be towed. Original title. Can be seen at my home. Contact: **Phil Bingman** 240-727-4781 (05/24)



**1950 Ford 2dr stock body** restored with skirts, white and red interior, paint colonial white, engine has 2 Stromberg 98's, offy heads, reds headers and dual exhaust, 12-volt solid state ignition, alternator. Extra gauges for water temp and amps plus Tach Radial tires, runs cool. Call or text **Bob Belsley**, 571-437-8401; bsbelsley@aol.com. \$21,000. (6/24)



## PARTS & ACCESSORIES FOR SALE

'35 & '36 Gauges, locks, Champion Plugs, handles, fenders, bumpers, engine parts, wheels, radio, headlights, 5W Coupe doors, touring trunk lid, radiator, gas tank, WS frame, tools, V8 Times back issues. Gauges & locks for many years. '41 NOS F Fenders (top), pair \$350. '38 NOS RF Fender, Standard \$350. '38 Radiator (nice, no leaks) \$150, '48 Mercury frame with Engine and OD \$250. **Jim Crawford**, 301-752-0955. (05/24)



**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](http://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](mailto: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](mailto: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](mailto:john@ryanweb.com) or 240-271-4097. (08/23)



**Four slightly used black wall, all weather, radial tires,** size 205/75 R 15. Perfect fit for a shoebox Ford. Production date: 31/21. Less than 600 miles on them. I recently traded them for white walls. Half price at \$100 each. **Bill Simons**, 202-734-2211, [bsimons@rustinsurance.com](mailto:bsimons@rustinsurance.com). (07/23)



**New Waldron dual exhaust** for 1946-1948 Ford/Mercury \$200.00. **Harry Foor**, 301-697-9999. (05/24)



**1932 spare tire mount \$90.** 1934 transmission \$300. Model A/T running board luggage rack \$40. 1960 Cadillac motor with dual quad intake and T-10 four speed trans (call for price). Inquiries and offers welcome. **Mark Luposello**, 703-399-0999. (05/24)

## **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](mailto: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](mailto:nta1153@verizon.net) or 703-966-8422. (01/24)



**Sully Antique Car Show  
June 16, 2024**

The Sully Antique Car Show, sponsored by the GW Chapter, Inc., MAFCA/MARC, and the Fairfax County Park Authority, will hold the 49<sup>th</sup> Show on Father's Day, 16 June 2024 at the Sully Historic Site at 3650 Historic Sully Way, Chantilly, VA.

Approximately 350 classic show vehicles, Special Displays, Flea Market, Food Vendors, Kids' Tent, Music, and Century Car Display. Sully Mansion tours included with admission. Thirty classes with 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place trophies as well as Best in Show and Sully Staff trophies.

**ALL SHOW CARS MUST BE PRE-REGISTERED BY JUNE 12!**

See [GWCMoDelA.com](http://GWCMoDelA.com) in mid-April for registration information.

VINTAGE FORD ADS



**Why Ford tops the "tote-em" Poll!**

**Thunderbird styling...Thunderbird "top" and legendary safety are just a few of the reasons why more people buy Ford station wagons than the next top make combined!**

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So buy it all, Ford is the only wagon with Thunderbird styling...a new feature of safety which has saved lives and lives from the major source of injuries in the event of accidents. Come to Ford! Choose the Ford station wagon to be your living ally.

**'56 FORD STATION WAGONS**







# NVRG 2024 Events Calendar



April	
9	<b>Membership Meeting</b> – 7:30 PM. Program: EFV8 Generators and Cutouts. Speaker: Steve Blancard. Location: Green Acres Senior Center.
10	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at <a href="mailto:wjchad@gmail.com">wjchad@gmail.com</a> .
18	<b>VC Submission Deadline</b> -- For articles/photos/want/sell/calendar to content coordinators.
30	<b>NVRG Board of Directors Meeting</b> —7:30 p.m. via Zoom. All are welcome to attend.
May	
14	<b>Membership Meeting</b> – 7:30 PM. Program: Show and Tell. Presenters: Membership. Location: Green Acres Senior Center.
15	<b>Caffeine Double Clutch Breakfast</b> —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Wayne Chadderton at <a href="mailto:wjchad@gmail.com">wjchad@gmail.com</a> .
18	<b>VC Submission Deadline</b> – For articles/photos/want/sell calendar to content coordinators.
28	<b>NVRG Board of Directors Meeting</b> —7:30 p.m. via Zoom. All are welcome to attend.
June	
11	<b>Membership Meeting</b> – Program: NVRG Car Show at Nottoway Park. Afternoon/Lunch Outdoor Event.
12	<b>Caffeine Double Clutch Breakfast</b> —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at <a href="mailto:wjchad@gmail.com">wjchad@gmail.com</a> .
18	<b>VC Submission Deadline</b> – For articles/photos/want/sell calendar to content coordinators.
25	<b>NVRG Board of Directors Meeting</b> —7:30 p.m. via Zoom. All are welcome to attend.

## Looking Ahead!



- April 20-** 20<sup>th</sup> Annual Spring Poker Run. *More info on back page.* To register, contact Hank Dubois at [handcdubois@verizon.net](mailto:handcdubois@verizon.net) or 703-476-6919.
- Late April**—Tentative day trip to Inman, WV (Panhandle Area) for Restoration Shop Tour

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**20<sup>TH</sup> Annual Poker Run**  
**Saturday, April 20, 2024**

On April 20, 2002, NVRG held its first Poker Run and has done so every year since except for the three COVID pandemic years of 2020, 2021 & 2022. This year's Poker Run will be our 20<sup>th</sup> and we will be commemorating it in a very special way. Our 1<sup>st</sup> Poker Run was laid out by members Ken Burns who just passed away on February 28, and Don Lombard who passed away in 2019. It was a really neat and fun event and paved the way for future Poker Runs. We will be paying tribute to Ken and Don by rerunning that first Poker Run this year.

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

Here's our plan for the day:

9:00 AM – Meet at Fair Oaks Mall at our usual spot across the mall perimeter road from the Marriott Hotel. After a short briefing and distribution of route directions, trivia questions, and poker cards for the first leg of the run, the first vehicle will depart with remaining vehicles departing at approximately 5-minute intervals thereafter.

--We'll be travelling on some scenic country roads that have changed little over the years and there should be lots of beautiful spring greenery and flowers to see.

--There will be four stops along the run where poker cards as well as trivia questions and directions for the next leg of the run will be distributed.

--Lunch at a nice local restaurant at the end of the run and after lunch, we'll score answers to the trivia questions and determine who has the best poker hand(s). As usual, we'll have prizes for both.



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

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