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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

January Meeting: The Isle of Man and the Isle of Man Car Museum

By Hank DuBois



January's membership meeting program was definitely different and dealt primarily with the exploration of a little-known part of the British Isles and its interesting and unusual car/vehicle museum. Bill Potter and Patricia Smith shared highlights of a celebrity cruise of the British Isles they took last summer with Chris Plante, well-known conservative radio talk show host. The 10-day cruise began in Amsterdam, Netherlands, ended in Southampton, England, and covered eight stops in the British Isles including a non-scheduled but most welcome and enjoyable stop on the Isle of Man.

(cont'd on p. 3)

IN THIS ISSUE

President's Message	Page 2
Out & About	Page 8
February Meeting	Page 9
Tech Tip	Page 10
Automart	Page 12
Events Calendar	Page 15



Up Front with the President

February 2025



President's Message—February 2025

I recall that January 2024 was a bit cold and snowy, but as is so often the case here, warm weather soon followed the cold and quickly melted everything. I've been waiting for three weeks for the traditional quick warmup. The last week of the month finally delivered some warm days. However, what remains is the "psychological freeze" of those early-month daytime 20s and nighttime single digits. And snow is still here as I write this.

As many of you know, NVRG member Dave Gunnarson has been elected President of the national Early Ford V8 Club. Dave took over as director of the Northeast Region when that position became vacant in mid-2024. As a regional director, Dave was eligible for the top job and was elected by the EFV8 Board of Directors. I believe Dave will move club operations in a very positive direction. Congratulations Dave!

The deadline for renewing memberships was January 31. However, at month's end, only about 50% of dues-paying members had renewed. Each year, our intrepid membership chair, Gay Harrington, contacts members who haven't renewed. Let's make her job a little less taxing this year by sending her a check right away.

Early in the year, your Board of Directors and committee chairs would like to hear your ideas for events and activities for the year. Of course, we value your suggestions at any time of the year, but we have most flexibility to adopt your ideas now. Please contact a Board member or committee chair. Fresh ideas are always welcome.

Due to a scheduling problem, our February membership meeting will be held on Tuesday February 18th, the **third Tuesday** of the month. We'll also be back to our usual meeting location, the Green Acres Senior Center in Fairfax. Joe Rouge will be explaining the creation of the new Space Force and a story about Rolls Royce. I look forward to seeing you at the meeting.

Best V-8 wishes to everyone,

John

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

(cont'd from p. 1)

Before getting into the details of their cruise stop at the Isle of Man, Bill provided us with a little background on the geographical area covered by the cruise, a bit of ancient history of the area, some observations concerning the ancient church and castle ruins which are prevalent in the British Isles, and a review of their tour of the cruise departure city, Amsterdam.

The British Isles, which consist of England, Scotland, Ireland, Wales and the tiny Isle of Man, are in the North Atlantic, which subjects them to unpredictable weather, particularly in the winter. Canaanites from the eastern Mediterranean cradle of civilization are credited with discovering the present-day British Isles between four and five thousand years ago. These first explorers left no inscribed artifacts so very little is known about them except what can be gleaned from their stone ruins. Bill showed us several pictures of the ruins at a prehistoric Canaanite site near Cornwall, England that he and Patricia visited on the last day of their cruise. One of the pictures had a large mortar and pestle in the foreground, which provided us with some idea of just how primitive life was back then.



Prehistoric Canaanite ruins

Bill then talked about the numerous churches and castles that they visited during their shore excursions. He pointed out that “new” churches in Europe were built in the 1700’s while “old” churches (and castles) date from much earlier (e.g., the 1100’s) and were constructed almost entirely of hand-chiseled stone, with only the roof and floors made of wood. Almost every castle they visited was missing the roof which was either burned during a siege or slowly rotted away over the centuries. However, the castle’s perfectly fitted stone walls remain virtually unscathed.



Castle ruins

Bill then described how the staircases in medieval castles were tightly wound spiral stone affairs located in the corners of the castle. This setup was designed to prevent enemy troops from accessing the upper floors of the castle once they had breached the lower floor. The castle guards would slay the first waves of invading troops in the stairways from above and the corpses would pile up blocking the further advance of invaders—grisly, but effective!

Bill’s review of their tour of Amsterdam at the start of their cruise came next, and it was interesting and informative, to say the least! Cannabis-based soft drugs are legal and available in coffee shops, and sex workers ply their trade via windows in the city’s red-light district, which is quite expansive and clearly marked by red lights within and around its perimeter.

These lights are installed and maintained by the city. Amsterdam, unlike most cities, is openly tolerant of these “attractions”. Bill shared a couple of interesting photos they took on an evening walk around the red-light district.

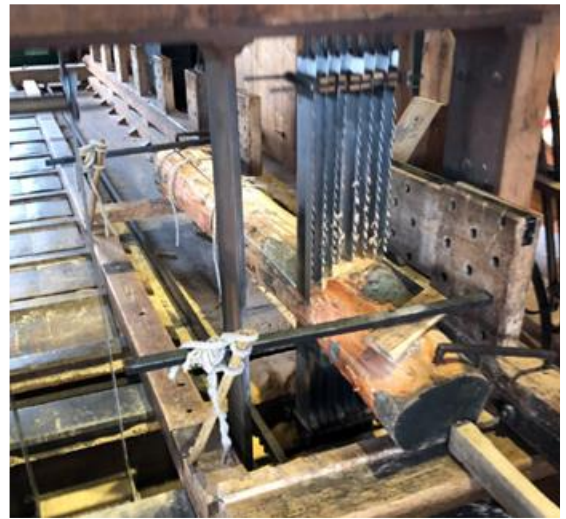


Lights around Amsterdam’s Red-Light District



Large Amsterdam windmill

They also took a cruise that traversed part of the 46 miles of interconnected canals that run throughout the city, explored a couple of the many windmills in the area, tried on some wooden shoes and visited the city’s famous Rijksmuseum of art. Bill was especially taken by a large windmill that had a working sawmill at its base.



Working sawmill inside of a windmill

Bill and Patricia’s unscheduled visit to the Isle of Man, the focus of the night’s program, was next and they led off with some geographical, historical, and fun facts about the island. The island is about 30 mi. long and about 10 mi. wide, has a rugged coastline and lush green summer landscapes, and is in the middle of the Irish Sea between Northern Ireland and England.



Isle of Man

The island is the homeland of the Manx people, a Gaelic ethnic group, and is a British crown possession (since 1828) that is self-governing, so it’s technically not a separate part of the UK. This status makes it an often-used tax haven for the British. The Isle of Man flag is the Triskelion, an unusual looking 3-legged ancient Celtic symbol, which can be traced back to a Scottish Earl who ruled the island in the 1300’s. Today, it is known by locals as the “Three Leg”, symbolic of their resilience since it’s always able to land on its feet!

Some other fun facts about the Isle of Man:

- It was the first place in the world to give women the vote in 1881.
- It is home to the world's largest working water wheel which was built in 1854 and is 72 ½ ft. in diameter and 6 ft. wide.



World's largest working water wheel

- At Halloween, Isle of Man children carve turnips instead of pumpkins.
- It's home to the Manx cat, a distinctive tailless breed.
- Until very recently, there were no McDonalds on the island; now there's one.
- From the top of its only mountain, you can see what locals refer to as the Seven Kingdoms: the island itself, England, Ireland, Scotland, Wales, Heaven and the sea!
- The city of Douglas on the island is the birthplace and early childhood home of brothers Barry, Robin and Maurice Gibb, the Bee Gees singing group. Even though the Gibb family moved to Manchester, England in 1955 before migrating to Australia in 1958, the brothers remained fond of their childhood home.

A commemorative plaque marks their childhood home and a statue of the group standing on a granite record has been erected on the city of Douglas seafront. Patricia is a longtime fan of the Bee Gees and provided us with some interesting additional details about this popular group that performed all over the world.



Bee Gees statue

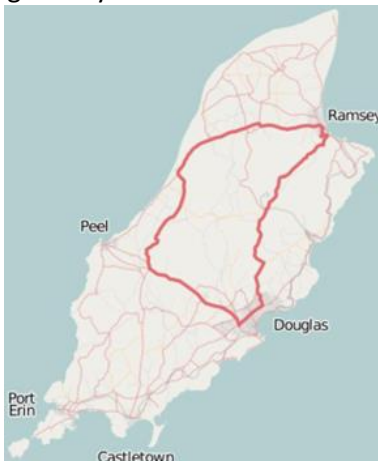
Upon arriving on the Isle of Man, Bill and Patricia took a bus tour of the island and then a one-hour steam railway ride on the longest narrow gauge steam line in the UK which operates on the island. The line was opened in 1873 and runs through the island's countryside using the line's original locomotives and carriages. Patricia described their ride from Port Erin to the Capital City of Douglas as cozy, comfortable, and a joy.





Isle of Man steam railway

After the railway ride, Bill and Patricia (mostly Bill) decided to deviate from the “official” tour schedule and visit the Isle of Man Motor Museum on their own and take their chances on catching up with the rest of the cruise folks before their ship departed. The museum is privately owned and its owner, though having a penchant for hearses and flower wagons, also has a very large collection of other vintage vehicles, and a huge collection of vintage motorcycles, many of which have raced in the Isle of Man’s International Tourist Trophy (TT) Race. This annual race, which dates back to 1911, is run on a 38-mile course over the central part of the island. Speeds and E.T.’s in recent races are pretty amazing with the current record being just over 17 minutes to cover the 38-mile course at an average speed of over 138 MPH and top speeds of over 200 MPH on the straightaways!



TT race course



TT race in the late 1930s



A recent TT race

Being a motorcycle guy all his life (he had his first motorcycle ride at the age of two weeks in his father Buzzy’s Harley sidecar), Bill knew about the Isle of Man’s TT Race but, until recently, had no idea just where in the world it was and that there was a museum nearby. So, visiting the museum and seeing the vintage motorcycles associated with the island’s famous TT Race was a no brainer for him.

Bill showed us over 50 photos that he took of museum vehicles/motorcycles providing detailed descriptions as needed (especially of the motorcycle-related ones). As indicated earlier, this was a rather different museum in that it had a number of funeral coaches and flower wagons, but it also had some other unusual vehicles like a number of land/water vehicles, European 3-wheeled mini cars, really large vehicles like a Greyhound Scenicruiser bus and a large early vintage fire ladder truck, and, of course, hundreds of motorcycles.

Here's a small sample of the museum's collection that Bill shared with us:



Very, very unusual/ornate Cadillac funeral coach



Aquada amphibious car capable of 100 MPH on land & 30 MPH on water



2011 Peel—world's smallest car



Vintage motorcycle with an enclosed sidecar



Cutaway 1930's 28 cyl. Pratt & Whitney aircraft engine

All in all, this was a most interesting, entertaining and different program enjoyed by all and that carried us right up to the time that our meeting venue, Fairfax City Library, was closing. Special thanks to Bill and Patricia for all of their time and effort in putting this program together and presenting it to us. Many thanks also to Bob Vignola for providing the refreshments for the evening. The variety of gourmet cookies (especially the chocolate ones) that Bob provided really hit the spot!

A Vintage A-V Build—Vol. 1: Parts Are Falling Off!*By Chris Elenbaum (Col., Ret., USAF)*

Esteemed V-8 Ford caretakers, welcome to my new series of updates about the AV-8 project that I fearlessly stepped into just a few short months ago. After several trips around the club to see the excellent projects that several of our members are working on, I felt confident that I could take on a Model A V-8 conversion, which includes quite a bit of fabrication work. OK, maybe there's a little fear, but I know that the combined knowledge of this club will get me through the tough problems.

Last month, I reported on the purchase of the 1931 Model A from Dave Henderson, who lovingly worked on the restoration for many years. As I began some light disassembly, I discovered that the restoration was still a work in progress with body parts fitment still in progress, which means that nothing was quite torqued down yet. As I began to remove fenders and running boards, the process moved along quite rapidly because the parts were nearly falling right off. It was the easiest disassembly ever and gave some instant gratification! But don't worry, I did not drop anything on my toes in the process.

As I take on this project, one of my biggest laments is that I only have a 2-car garage to work in, so space management is a real challenge with another classic sitting in there too. So, I hatched a plan to go vertical. And on one lovely Saturday morning, my son Hayden helped me to construct a wooden rack to hold the body up. Using surplus wood from the shed, we constructed a frame to support the body but also allow the chassis to roll out from under it and straight out onto the driveway for plenty of working space. This solution also addresses my homeowner's association restrictions on cars sitting outside that are not roadworthy. I can simply roll the chassis in and out anytime now. The only drawback to this however is the weather. Wow, has it been cold already this winter! I've been out there with the warm Carhartt coat and heavy gloves on.

While all that construction was going on, I had acquired another V-8 motor from club member Nick Arrington. It was partially disassembled, and its condition largely unexamined.

I brought it home and mounted it on my stand for disassembly and discovered that it is a 91A block from 1939. It was previously bored .040 over—no problem there because it's going to get bored out even more to its safest max standard size. The next step was cleaning and magnaflux testing. So, I loaded it up on the back of Uncle Raeman, the '39 Ford Pickup truck which just happens to have a similar vintage V-8 in it, and I hauled it out to Evan at Classic Motors and Machine in Leesburg. Evan's crew went to work and reported out the good news...and the bad. I've got a good block! But...the crank is now scrap metal. The thrust bearing was terribly worn out. So, if you have a crank you want to part with, please let me know (main journals 2.499 inches, rod journals 1.999, little thrust bearing wear, single oil hole on each rod journal). The block is back home now and awaiting my die grinder for some porting work.

The latest fabrication project this month was to improve my engine stand. I acquired the stand from Kevin, an amateur sprint car racer—and a Boeing space satellite assembly quality engineer—out in California many years ago. As he was retiring from the sport, he gifted the stand to me for a small block chevy build for my '65 'vette. The problem with the stand though is that it's a tripod design—too easy to tip over and not supportive in the right way for an integrated bell housing flathead. So, I welded on a front cross member and installed four new steel casters. And as of this writing, I'm fabricating a side-mount bracket that mounts to the exhaust manifold. That Novalabs maker space membership is going to come in real handy!

As I work towards finishing up the engine stand, I've been carefully inspecting the original high detailed drawings of the '32 Ford K-member that I requested through the Benson Ford Research Center. I also borrowed an actual K-member from club member John Ryan.

From these products as a starting point, I plan to fabricate a new cross member. Although, this does require quite a bit of design modification and some special mods to accommodate a different pedal and master cylinder arrangement. Additionally, the original cross member was stamped in a very large die that would likely have required a 500-1,000-ton press.

Since I don't have one of those lying around or the \$500K to build a new die, I've got to redesign it for a one-time build process using simple metal shop tooling. Others have done this before me, like Vern Tardel. So, why not just buy one of those? Well, sure, I could do that, but that's just too easy, too expensive, and too fancy for the post-war home-built theme of this car. And I like a good challenge, and I could use the welding practice.

Until next month, be sure to tune your generator output amps, gang!



February 2025 NVRG Membership Meeting The Space Force and a Rolls-Royce Story

Our February membership meeting program features Joe Rouge, a Principal in the formation of the United States Space Force. He will provide us background information about the Space Force creation and mission along with a discussion of today's threats.

He is also a car guy and owns a 1975 Rolls Royce with an interesting history. He will tell us about its first owner and provide photos and background information on the Rolls' build.

Meeting Information

Date: Tuesday, February 18, 2025

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

Location: Green Acres Community Center in downtown Fairfax

Please note: We were unable to secure our planned meeting date of February 11 at Green Acres. Instead, the February meeting will be held at Green Acres one week later—Tuesday, February 18.

Maintenance Procedures: Engine Tune Up

From the 1949-50-51 Ford Passenger Car Shop Manual—Ford Division, Ford Motor Company

An engine tune-up operation is intended to restore an engine to normal operating condition. It is a corrective procedure and not merely a checking procedure. Only parts and units influencing engine performance are considered when tuning an engine. This includes cylinder compression, ignition system, fuel system, engine vacuum, and combustion analysis. The procedure is made in steps which are listed below under headings which describe the nature of the test or corrective measure.

(a) **TEST CYLINDER COMPRESSION.** Operate the engine until normal operating temperature is reached. Remove all spark plugs. Set the throttle to the wide open position and leave it open for this test. Test the compression of each cylinder

The compression of all cylinders should be uniform within ten pounds. The cylinder compression tolerance is plus or minus 10 p.s.i. at the altitudes given below.

Engine								
Altitudes (feet)	Sea Level	1000	2000	4000	6000	8000	10000	
Compression (p.s.i.)	120	114	111	103	94	85	78	

A reading of more than ten pounds above normal indicates carbon or lead deposits in cylinder.

A reading below normal indicates leakage at the rings, valves, or gasket.

Leakage must be eliminated and deposits of lead or carbon must be removed to bring compression within the ten pound limit before tune-up is resumed.

(b) **TIGHTEN CYLINDER HEAD AND MANIFOLD.** Compression leaks may be stopped by tightening cylinder head nuts or bolts providing the heads are not warped and the head gasket is in good condition. Tighten cylinder head bolts to 65-70 foot pounds torque, and head nuts to 50-55 foot pounds torque. Tighten the intake and exhaust manifold bolts and nuts to 25-30 foot pounds torque.

(c) **CLEAN, ADJUST, AND INSTALL SPARK PLUGS.** Sandblast the spark plugs, wipe the porcelain clean, file the electrode tips lightly and adjust the spark gap (0.029-0.032 inch). Test the plugs in an approved spark plug tester. Replace any plugs that have broken or chipped porcelain, badly burned electrodes or do not check satisfactorily on tester. Install spark plugs with new spark plug gaskets and tighten to 24-30 foot-pounds.

(d) **CLEAN AND INSPECT BATTERY CABLES.** Remove cables from battery. Clean battery terminals and cable connectors. Inspect battery case for cracks and leaks. Replace deteriorated connectors and cables with worn insulation. After connecting cables to the battery, cover the terminals and connectors with a film of petrolatum to retard further corrosion.

(e) **TEST BATTERY.** Check the battery (fig. 3) and recharge or replace if necessary to insure dependable service.

(f) **TEST DISTRIBUTOR.** Test the distributor vacuum advance on the distributor stroboscope and make adjustments, repairs, or replacements as required. On new distributor points set the gap on the 8-cylinder distributors at 0.014 to 0.016 inches and on the 6-cylinder distributors at 0.024 to 0.026 inches.

After the distributor points are worn in, a dwell indicator can be used to set the points at 58 to 63 percent dwell.

(g) **TIME IGNITION.** Disconnect the vacuum line between distributor and carburetor to eliminate the possibility of any vacuum advance. Start the engine and operate it at idle speed. Check timing with a timing light and make the necessary adjustments to align the pointer and the timing mark. Connect the distributor vacuum line after completing the adjustment.

(h) **CLEAN AND INSPECT THE DISTRIBUTOR CAP.** Clean and inspect the distributor cap for cracks or other damage. Terminal housing sockets should be free from carbon deposits.

(i) **CHECK IGNITION PRIMARY CIRCUIT AMPERAGE.** Check the primary circuit amperage with a Diagnosis Test set. The amperage draw with engine stopped should be 5 to 5.5 amps and with engine at idle speed the amperage draw should be 2.75 to 3.0 amps. Inspect the wires visually for faulty insulation and poor connections. If the amperage is not within limits repair or replace wiring in the primary circuit.

(j) **TEST SPARK INTENSITY.** Determine if the spark from each spark plug wire will jump a 14 kilovolt gap setting by using a sparkmeter as shown in fig. 6.

NEGATIVE LEAD · POSITIVE LEAD



Fig. 3—Checking Battery

If the spark is unsatisfactory at all spark plugs, trouble exists in the coil, condenser, rotor, internally in the distributor, or the external primary circuit.

If the spark is unsatisfactory at some but not all of the spark plug wires, the trouble is in the wire itself, the wire is not seated in the housing socket or the terminal housing is shorted.

A quick check on spark intensity can be made with the engine idling. Disconnect one spark plug lead at a time and hold it 3/16 inch from the cylinder head. If the spark jumps this gap regularly, it is satisfactory

(k) **TEST ENGINE VACUUM.** Check the engine manifold vacuum at idle speed (fig. 7).

If the vacuum is lower than normal (18 to 21 inches Hg), check for leakage at the vacuum lines and intake manifold. Check carburetor idle adjustment.

If the vacuum is still below normal or is erratic, it is an indication of bad rings, sticky valves, weak valve springs, or leaking gaskets.

(l) **TEST FUEL PUMP PRESSURE.** Check the fuel pump pressure as shown in fig. 8. If the pressure is not within 4 to 5 p.s.i. for 6-cylinder engines and 3.5 to 4.5 for 8-cylinder engines, replace or repair the pump.

(m) **TEST FUEL PUMP VACUUM.** Check the fuel pump vacuum (fig. 8). If the vacuum is below 10 inches Hg or if the vacuum drops rapidly when the engine is stopped, it is necessary to replace or repair the pump.

(n) **INSPECT AND CLEAN FUEL PUMP.** Remove the fuel pump bowl and clean the screen. Clean out sediment bowl and reinstall, using a new gasket.

(o) **CLEAN CARBURETOR.** Disassemble and clean the carburetor and throttle body.

NOTE: *The upper idle discharge hole is continually exposed to manifold pressure when carbon deposits form on the throttle body and prevent the throttle plate from closing.*

Use a gauge to set the float lever (1.322-1.353 inches) as shown in fig. 9. Reassemble carburetor and install.

(p) **CLEAN AIR CLEANER.** Clean the air cleaner, remove obstructions, and reinstall. If the air cleaner is the oil bath type, refill to indicated level with engine oil.

(q) **ADJUST CARBURETOR IDLE.** Connect vacuum gauge and correct any leaks at intake manifold, windshield wiper, or distributor lines. Set the idle speed at 475 to 500 r.p.m. (425 r.p.m. on cars equipped with automatic transmission). Set the idle fuel adjustment to the point of highest engine r.p.m. Reset the idle speed if required.

NOTE: *If the mixture is too rich when the idle fuel adjustment is all the way in, either the throttle body is dirty or the idle adjustment screw is not seating.*

(r) **ANALYZE ENGINE COMBUSTION.** Test the engine fuel-air ratio and acceleration pump operation with an engine combustion analyzer.

(s) **ROAD TEST.** Road test the vehicle as a final check on the work performed.



The 1950

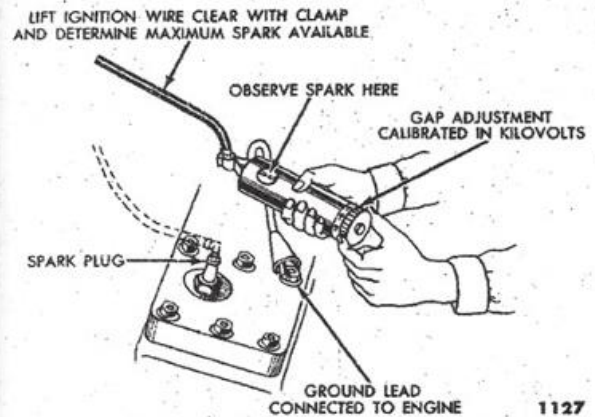


Fig. 6—Checking Spark Intensity

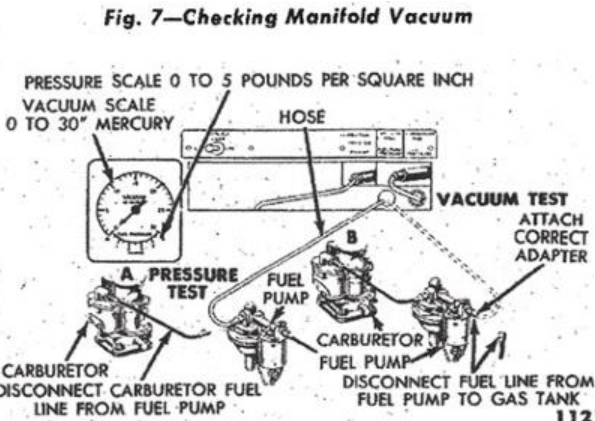


Fig. 8—Fuel Pump Pressure and Vacuum Test

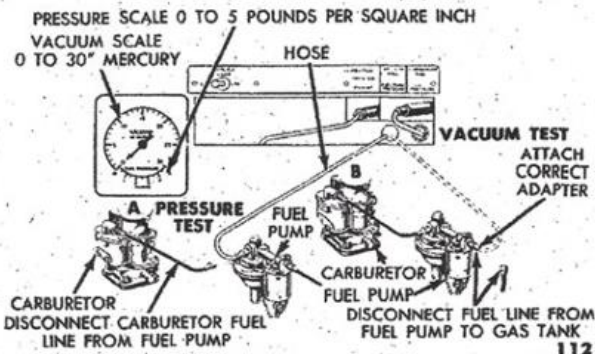


Fig. 8—Fuel Pump Pressure and Vacuum Test

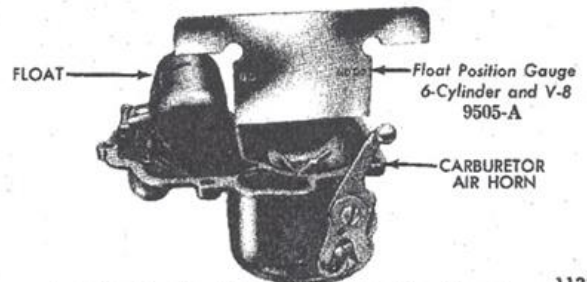


Fig. 9—Checking Carburetor Float Level



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 5 Window Coupe for Sale

- Museum quality
- Third owner
- Asking \$40,000 or best offer

Call Bob Miller at 847-651-7207 or by email at roberthmiller2@comcast.net for more info.



1950 Ford 2dr stock body restored with skirts, white and red interior, paint colonial white, engine has 2 Stromberg 97'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)





1929 Ford roadster steel body by Brookville. New condition, never installed. \$6500.00. **Mark Luposello**, 703-399-0999. Please leave message.



1954 Ford Crestline Skyliner, a 2-door hardtop body with an integrated acrylic glass panel over the front seating area. This Skyliner was only produced in 1954 and just over 13,000 were sold. It has very nice paint and chrome. Has a dealer showroom, see-through, panel in the hood to show off the new for 1954 239ci Y-block overhead valve V8, (1 of 177 known to exist), and fabulous chrome throughout. Also comes with a solid hood and full 1954 wheel covers (driver condition). Two tone exterior, white and Killarney Green, and a perfectly restored 239ci Y-block, V8 under the see-through hood which is an excellent complement to the acrylic roof. On consignment, at the Classic Auto Mall in Morgantown, PA <https://www.classicautomall.com/vehicles/5558/1954-ford-crestline-skyliner>. Questions, contact **Rusty Rentsch** at 703-209-4359.



Seeking skilled mechanic to help owner repair and maintain various antique foreign and domestic vehicles from 1941 to 1972. All vehicles garaged in climate controlled environment. Work 4 to 6 hours per month after initial assessment. Hourly rate based on mechanical experience and capability. Contact **Joe** at 703-627-1533 or by email: joefreund@verizon.net



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, **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)



'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)



1941 Ford Coupe dashboard -mostly complete Nice condition, original faux wood paint, very faded. 1923-25 Ford turtle deck with key. Solid, very good condition. Call or text **Mark Luposello**, 703-399-0999. Please leave message (12/24)



Pair of rechromed 1950 parking light housings. Like new. Asking \$485 for the pair. Contact **Bob Belsley** 571-437-8401 or bsbelsley@aol.com. (11/24)





NVRG 2025 Events Calendar



February	
12	Caffeine Double Clutch Breakfast —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at wjchad@gmail.com .
18	Membership Meeting—7:30 PM. Location: Green Acres Center. Program: Space Force Creation and Rolls Royce Story. Presenter: Joe Rouge. *Note date change for February only*
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.
March	
11	Membership Meeting—7:30 PM. Location: Green Acres Center. Program: Glenn L. Curtis Museum. Presenter: Nick Arrington
12	Caffeine Double Clutch Breakfast —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at wjchad@gmail.com .
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.
April	
8	Membership Meeting—7:30 p.m. Location: Green Acres Center. Program: Restoration Updates. Presenters: Dave Gunnarson, Hank DuBois, John Ryan, Rick Lukens
9	Caffeine Double Clutch Breakfast —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact 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.

Valve Clatter Content Coordinators		
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