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# Value 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 Meeting:

### A Visit to the Glenn H. Curtiss Museum, Hammondsport, NY

By Dave Westrate

As I began to write up this article of Nick Arrington's wonderful presentation about the Curtiss Museum, my television began covering a story with the headline "Astronauts are Returning from Space today after being stranded there for eight months on the space station." What would Glenn Curtiss and the Wright Brothers have thought if they heard that headline?

Back here on earth, Nick needed a new flathead Ford V8 engine for his 1935 pickup truck. As luck would have it, he found one available in upstate New York. He planned his trip to pick up the engine and then decided he would like to see a "transportation museum", which he Googled on the Internet. Of course he found the Glenn H Curtiss Museum in Hammondsport, New York. Plans were made to pick up the engine and visit this museum.

The engine he found was purchased from a fourth-generation cherry and apple farmer whose property had lots of barns, old vehicles, a Texaco sign, and a 1935 1-ton stake body truck used to water trees over all those years. It sounds like an experience we have all had over the years with these old cars.

Glenn Curtiss was a remarkable man in so many ways. He was an inventor, a salesman, a competitor and a true American. The museum highlights his entire life but also has a lot of other wonderful historic things there, as well. He had a lifelong legal battle with the Wright brothers, and towards the end of his career, he had business relationships with Alexander Graham Bell and Henry Ford, to name a few.

Curtiss started his young life riding a bicycle between his mother and grandmother's houses and became more and more interested in speed. This resulted in a lot of racing in the development of motorcycles in different events all over the country. In 1903, he developed the first 2-cylinder motorcycle engine. His motorcycle engines began to be used in the aircraft industry, for example, to power blimps. He developed a V8 engine which he ran on a motorcycle as well and all of this resulted in him setting a world record of 136.36 mph in Florida. He was the fastest man on earth.

*(cont'd on p. 3)*

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# Up Front with the President

## April 2025



### President's Message—April 2025

Spring has sprung.  
Fall has fell.  
Your V8 ready?  
Might as well.

The weather is getting to be very conducive to V8 touring! Our calendar is starting to fill in with several driving & show events over the next couple of months. Of particular note is our own Fairfax City car show in May. Check out the calendar in this issue.

For 2025, our Regional Group has 121 members, only a slight decrease over the last several years. This is a very positive indication of the value of our club to members. Our membership process is led by Gay Harrington. Many thanks to Gay for her efforts to support and retain members. Special thanks to those members who have recruited new members to keep our Regional Group vibrant.

Our NVRG website continues to evolve and is continuously updated by our webmaster Rusty Rentsch. It contains information about upcoming events, technical topics, back issue of the newsletter, etc. Check out the latest content at <https://nvr.org/>.

I'm really looking forward to our next meeting, and not because I'll be one of the presenters. The program will be a Restoration Update by four members about their projects: Dave Gunnarson, Hank Dubois, Rick Lukens and me. First, it will be good to see that early V8s are still being restored. Second, we'll all be able to vicariously experience the nuts and bolts (and ups and downs) of current NVRG restoration projects. The meeting will be held at the usual date and place, on Tuesday April 8th at the Green Acres Senior Center in Fairfax. 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 – <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>

One of the most important parts of this story is the competition and legal battles between Glenn Curtiss and the Wright Brothers. The Wright Brothers developed aircraft that were steered by manipulating the wing system. Curtis developed a different system which evolved into the ailerons that control aircraft even to this day. The Wright brothers sued him for patent infringement and eventually the momentum of the type of aircraft Curtis developed became the industry standard.

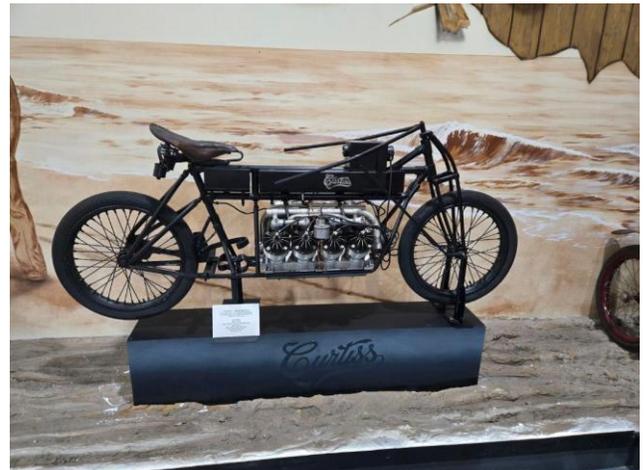
By 1908 Curtiss developed what became known as the “June Bug” aircraft, which was produced in high numbers and became the type of aircraft used in World War I. During this time, also he developed the concept of using aircraft as weapons. This two evolved into the war effort so you could fire weapons from the aircraft to ground targets. He was involved in training the first female pilot and in developing sea planes that could land and take off from the water and eventually the flying boat which had retractable wheels so we could land on water or land. The June bug aircraft has often been referred to as the “Model T Ford of the aircraft industry”: produced in great numbers, flown by many people, and used in multiple ways.

If this wasn't enough, at the end of his career, he moved to Florida, where he also made a name for himself by developing a travel trailer, an airboat that was used in the Everglades. Curtiss also had real estate developments which evolved into cities. He died in July 1930.

The Glenn H Curtiss Museum is certainly something you will want to stop and see if you're ever in the area of Hammondsport, New York. We thank Nick Arrington for sharing all of this interesting history with us.



**Glenn Curtiss (left) and Henry Ford, 1913**



**Curtiss V-8 motorcycle**



**Curtiss aerocar camper**



**Curtiss Commander marks museum's entrance**



Curtiss the pilot in suit and tie



Skiff in the Hammondsport boat museum



Curtiss restoration shop



Curtiss Museum entrance with plane in the background

=====  
**Cliff Green's Celebration of Life Service**  
By Nick Arrington

I remember when I was about 11 years old, my father took me to the funeral of a friend of his who'd passed. He told me, "Nicky, you can tell a lot about a man by how many people show up at his funeral." It didn't sink in until years later.

Sandra Green told all of us that Saturday March 22nd should be "a fun day, not a sad day" to remember Cliff. By my count, almost 90 people were on hand and no less than a dozen Ford Flatheads lined up from one end of the funeral home and snaked around to the other side. A bittersweet day. We sure could use a few more Cliff Green type of guys. RIP buddy.



**Westminster Swap Meet Update**

*By Chris Elenbaum*

On March 21<sup>st</sup>, the Antique Automobile Club of America’s Sugar Loaf Mountain Region held their annual swap meet at the Carroll County Agricultural Center in Westminster, MD. We had at least nine members of our club in attendance as well as several of our friends who are members of the George Washington Chapter of the Model A Club. As is the tradition, many of the group carpooled up together in Dave Gunnarson’s trusty and comfy conversion van, saving us all from a little freeway excitement through the eternal construction zone of the American Legion Bridge.



**Curious Treasure Seekers: Chris Elenbaum, Dave Gunnarson, Steve Blancard, Dave Skiles, and Dave Henderson**

Our first stop at Brattons in Mount Airy was productive for picking up a gasket kit to rebuild a vacuum powered Trico wiper motor. As of this writing, the gadget is already back to doing what it does best—somewhat imprecisely smearing bugs everywhere.

The journey continued to the Ag center, arriving shortly after 10am. Like 9 kids in a candy store, we all scattered to the four corners of the big metal building in search of glorious new treasures. Straight past the Chevelle parts and other Chevy junk, the oil burning lamps, toy cars, neon signs, imported abrasive consumables, miscellaneous fasteners, and all sorts of random doodads, hooper doofers, and widgets.

We dug through a plastic bin or two under the carefully, or not so carefully, curated display tables. Try not to cut one’s fingers while sifting through a bucket of lathe and mill bits. We forged on in anticipation with each passing aisle of odds and ends in hopes to find one or two much needed and hard to find parts. With each passing year, it seems that old Ford parts become scarcer. Perhaps they’re still locked away in basements inherited by a disinterested next generation? Perhaps scraped up by the few rebuilders out there looking for cores? Perhaps thrown in a dumpster when the old man’s house was cleaned out. What a shame, what a shame.

Our intrepid crew pressed on nonetheless and came home with a few nice treasures.

I picked up two rebuildable Holley 94’s, a rear axle housing, and a couple of tools. Steve Blancard met up with Milford Sprecher, who brokered the transfer of generator tools and Model A generator cores from GWC member Tom Turko who recently passed away. One of the tools is an armature lathe – one of those very specialized tools that will rescue many old generators from future dumpsters we hope. And not too often seen at this venue, there was a nice ’48 Tudor for sale inside the building for a mere \$14,500. There were actually three cars in there this year, including a hot rod with a welded together bonnet that tilts forward.



**1948 Ford for sale**

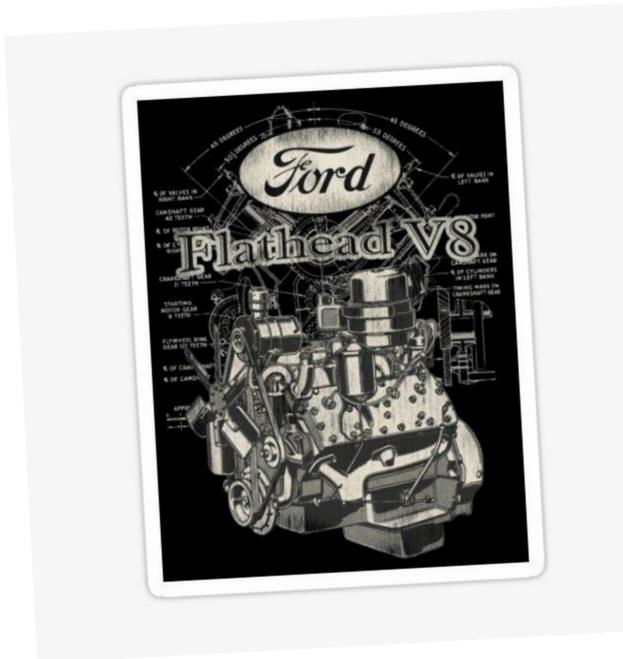


**Hood goes the wrong way hot rod for sale**

Overall, Westminster is a smaller meet with fewer early Ford parts each year, but you never really know what's going to show up there, so our curiosity might always get the best of us.



Steve's stash of splendid salvage



## TECH TIP

### Learning Curve: My V-12 Adventures

By Nick Arrington

I've been "jonesing" (a strong desire or craving for something, for you erudite members) for a flathead suitable for touring. My current rides all have 4:10 range rear ends which really wind out the flattie. So, when the opportunity to purchase a 39 Lincoln with OD presented itself, I took advantage of the situation. It's a car I was familiar with and has a short trail of ownership.

I think I'm the fifth owner of the car. I went for a short ride through some neighborhoods with the owner and the deal was consummated. I was reluctant to drive it on RT. 66 during my first outing, so I hired a rollback driver for the trip. While positioning the car on the rollback the driver asked me to back up and straighten up for lineup on the bed. When I backed up, the transmission stuck in reverse.

OK—minor setback. I'll back up the truck bed. I wondered if the car was reluctant to leave its present home for a new address. I got the car home and found the linkage stuck and was able to get it unstuck and then able to get in my first ride when I noticed a shimmy coming up through the floorboard around 40 mph.

I had the wheels rebalanced, checked for a bent rim—no luck. I thought maybe I had an engine ignition miss and figured I'd check the points/coil etc. The car is equipped with a battery cut off on the firewall. I had forgotten to turn it off and the battery was stone dead. I went to pull the Optima battery out from under a neat faux Lincoln battery case and found it had been installed backwards—negative ground for 4 years according to the mfg. sticker on the battery.

I also noticed the cable running from the battery to one end of the on/off cutoff was being sliced by the passenger side hood spring assembly every time the hood was closed resulting in a short.

I pulled out the distributor and found the points badly pitted on one side probably due to the battery polarity.

I cleaned up and gapped the points along with rerouting a new battery cable out of the way of the hood hinge.



**Battery cable pinched by the hood hinge**

Fired it up for a long ride—same floorboard shake at 40 mph. I decided to drive it to our place in SW Virginia. Car ran well but still had the floorboard shake at 40 -45 mph. I also noted a trail of nasty mucky antifreeze line on the passenger side splash guard/pan which occurred during the trip along with a low level of coolant after the trip.

I then enlisted the help of my friend Monty King in Cloverdale. Monty sensed it was something in the driveline, so out came the rear and torque tube to inspect U joints and inspect the clutch and flywheel for possible problems etc. Pretty depressing seeing the car up on lift with its rear end guts looking like a cannon tripod rolled in the corner of the shop.

Monty asked if I knew of any recent work done on the car and I told him the owner told me the work done during his tenure consisted of replacing one water pump and a new clutch/pressure plate installed at 70K some miles.

Monty pulled the clutch and pressure plate and was not happy with what he found—it never appeared to have been balanced. He sent the units to Fort Wayne Clutch to be rebuilt and balanced. While waiting for that to return he examined the muck on the inner fender and loosened the belt to spin and inspect the water pumps when one pulley just fell off the pump shaft.

Probably the one pump that didn't get replaced. I wonder why a mechanic would recommend replacing just one water pump on a flathead.



**Water pump muck sprayed on inner fender**

While removing the radiator to make for room to work we noticed a visible leak at the bottom can which obviously was getting worse, and some nasty muck came out of the bottom outlets when it was drained. You can always see the shiny green antifreeze when you pull the cap but the muck lives on the bottom. Off to the radiator shop for a new core and find a suitable can.

Couldn't find a better bottom can but the shop did a marvelous job saving the old one. We then did some research and found Lincoln had a bulletin out for installing some water diverter plates behind the water pumps to kick the water back harder to the rear block areas. We ordered those and sent the water pumps to Skip Haney for rebuilding with new and improved impellers.

At the same time Monty examined the "Dynamic Balancer" gizmo at the end of the crank before the fan pulley, which is like a miniature clutch with springs and must have been a forerunner of what are now harmonic balancers. The assembly was totally frozen up. Fortunately, the replacement parts for them were still available, and the unit rebuilt. Radiator, water pumps and clutch parts all arrived and were replaced. The rear end and torque tube were reinstalled.

We also replaced the motor mounts which looked good but were old and getting stiff from a previous restoration. A lot of time and effort and special thanks to Monty. The car got it all buttoned up and drove it back to Northern Virginia at all speeds. I think the clutch and pressure plate were probably the worst offenders, but the “Dynamic Balancer” assembly probably contributed to it also and was probably untouched for 80 some years.

The water pumps and radiator units were a disaster waiting to happen. It made me realize that restoration work done in the 70’s and 80’s is now 40+ years old and rubber mounts/vulcanized pieces/hoses/tires, etc.—while they still look shiny and clean on a car that is only driven several hundred miles a year—are still deteriorating with age and Father Time. All is well for now.

I’m going to flush the brake fluid next and pull one wheel cylinder apart and see what they look like. I’ve got several cars—one, a Nash Metropolitan that constantly had brake issues after Winter storage. I rebuilt the system with DOT 5 some 25 years ago that never again experienced brake issues afterwards. Now I’m ready to line up some Summer Tours.



Cable arcing against hood hinge when closed

## A Vintage A V-8 Build: Vol. 3—The Anticipation is Killing Me

By Chris Elenbaum

Greetings flathead magicians. Here’s another installment of my Model A V-8 project report. In one word, it is going SLOW! That’s the best word to describe what’s going on out there in that garage. There are at least three major reasons for that – I’m not retired yet, I’m trying not to screw it up, and others have touched it before me. Let’s skip the first one for now. Instead, let’s move on to the second and third reasons.

I’m trying not to screw it up! This project got started from my desire to do some fabrication work that takes me back to my teens and early 20s when I was in apprenticeship to become a tool and die maker under my Uncle Joe’s watchful eye. However, I took a different turn in life when I decided to go to Michigan Tech for Mechanical Engineering and then Air Force ROTC took me into an active-duty career in space satellite and experimental aircraft test and acquisitions. My career was instrumental in teaching me patience, good engineering, and never taking short cuts.

So, here I am with several crossmember pieces designed and mostly cut out now, but I patiently considered my plan and thought through my order of operations for manufacturing and assembly. Therein I realized that I still need to design and mock-up everything that is functionally enabled or assembled to this crossmember to be sure everything is positioned correctly, and the built-up assembly can be installed without having to cut anything that shouldn’t be cut.



Cross member fabrication progress

There are at least five major steps left in this process before installation. First, fabricate a bracket to mount the 1939 Ford pedal assembly and master cylinder in the correct location. Second, locate and mount the socket for the wishbone ball at the bottom of the crossmember. Third, tack weld the assembly and manipulate it into position if possible or assemble it in place between the frame rails. Fourth, fabricate a diagonal member that extends forward – like the original K-member – to stiffen the frame. And fifth, temporarily mount the motor and trans to locate the transmission mount, which will in-turn locate the correct position of the cross member for final installation. That's a lot of steps left, and hopefully careful planning will prevent me from screwing it up.

As I've prepared to do these steps, the second major reason for slow progress came into play. Someone has touched all this stuff before me. And by that, I mean, that few components are without some sort of problem. I have two broken water pump bolts in the left side of the engine block. At least one needs to come out now so I can mount a water pump, which also has an engine mounting flange cast into it to hold the engine weight for the temporary installation and location step above. So far, I drilled one broken bolt and broke an easy out in it. Isn't that what usually happens to an easy out?

I should have known better. That one will need to be attacked with a metal disintegrating tool at the machine shop now. The other one cleaned up with successive size drilling using left hand drill bits. I should have done that the first time, but that hole isn't great either, so it'll likely need an insert.

A few other tasks were taken care of this month too. I picked up about 90% of the parts that I need for a '39 transmission rebuild from club member Hank Dubois who has been generously guiding me through various project decisions. After completing the parts inventory using the Mac Van Pelt book as a reference, I'm ready to order the remaining bits. Another major task was to remove the original 4-cylinder Model A motor from the chassis. After marking the position of the brake and clutch pedal shaft for future reference, the motor and trans came out with no trouble at all and fit perfectly on my home-built wood-framed dolly for storage.

And a third major task was to build the front motor mounts, which I thought would be an easier project at the NOVA Labs shop. Well, the rough cutting and clean up grinding work were easier there, but the shop lacked a suitable drill press to cut a 1 1/2 inch hole in 1/4 thick rectangular mild steel pipe stock. That's a big hole to drill in steel. It turned out that a 1/2 hp hand drill with a steel-cutting carbide-tipped hole saw did the trick with no trouble at all in my own garage.

Although progress has been slow, at least it's steady. I'm getting close to having all the right parts rounded up to mockup the engine installation which will set the final positions for the motor mounts and new cross member. The anticipation is indeed killing me. Until next month gang, check those hubcaps before your next outing. We don't want to see one of those outrunning you.



Engine removal



Engine for storage

**Northern Virginia Regional Group Early Ford Club  
Summary of Cash Activity and Account Balance  
For The Periods Indicated**

	For The Month of December 2024	For The Year Ended December 26, 2024
Cash Balance Beginning of Period	10,502.17	-
<b>Income</b>		
Dues		
For The Year 2024	0.00	1,525.00
For The Year 2025	200.00	825.00
For The Year 2026	50.00	150.00
For The Year 2027	25.00	50.00
For The Year 2028	0.00	0.00
Total Dues	275.00	2,550.00
50/50 Raffle Sales	0.00	168.00
Calendar Sales	0.00	209.50
Advertising	0.00	450.00
Fairfax Car Show	0.00	0.00
Tour Income	0.00	0.00
Picnic	0.00	507.00
Holiday Party	1,266.00	1,266.00
Accessory & Clothing Sales	0.00	272.00
Miscellaneous	10.00	761.33
<b>Total Income</b>	1,551.00	6,183.83
<b>Expenses</b>		
Membership Meetings	0.00	253.00
Calendar	0.00	53.48
Advertising	0.00	0.00
Membership Directory	0.00	356.02
News Letter	161.90	2,338.13
Fairfax Car Show	0.00	0.00
Tour Expense	0.00	14.75
Picnic	0.00	629.67
Holiday Party	1,341.39	1,341.39
Accessories and Clothing	0.00	195.99
Contributions and Recognition	0.00	261.49
P. O. Box Rental	0.00	302.00
Website	0.00	215.27
Miscellaneous	0.00	309.90
<b>Total Expenses</b>	1,503.29	6,271.09
<b>Net Income/(Expense)</b>	47.71	(87.26)
<b>Cash Balance End of Period</b>	10,549.88	(87.26)

**21<sup>st</sup> Annual NVRG Poker Run**  
*Saturday, May 3, 2025*

Our annual Poker Run is usually the first Club driving event of the season and it's one of our most popular, with good reason – the spring weather is usually great, the drive is always nice and interesting, we have lunch at a great restaurant and, it's a lot of fun!

This year's Poker Run will be our 21st and will be all of these things and maybe a little more! Over the years, we've driven many, if not most, of the close-in scenic drives so, the plan for this year is to resurrect one of our previous Poker Runs of 10 years ago or so, bring it up to date by verifying and maybe tweaking the route a little and reworking the trivia questions to make them even more fun and challenging.

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 a.m. – Meet at Fair Oaks Mall at our usual spot which is 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.

-We'll have lunch at a 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.

To sign up for this fun event, or if you have any questions, please contact Hank Dubois at [handcdubois@verizon.net](mailto:handcdubois@verizon.net) or 703-476-6919.

**In Memoriam**  
**Edward Mascali**  
(July 5, 1948 – March 2, 2025)



*Ed Mascali, a member of the Northern Virginia Regional Group, recently passed away. His 1933 Early Ford V-8 pickup was always an eye-catching vehicle wherever it went. Ed loved to let kids sit inside the cab or stand in the bed to let them touch and feel a flathead vehicle, the opposite of the "do not touch" experience. A memorial service was held in Fairfax attended by Gay Harrington, Cindy and Hank Dubois, Leo Cummings and Dave Gunnarson. The following is from the memorial service program.*

Ed lost his year-long battle with pancreatic cancer in the early morning hours on Sunday, March 2<sup>nd</sup>, 2025, at his home with his wife of 37 years, Debbie Testerman Mascali. He is also survived by his brother, Don, who lives in Sarasota, Florida, his mother-in-law, Dolores Testerman, of Fairfax, Virginia; sister-in-law, Pam Beylor, and four grandnieces of Virginia Beach, Virginia. He was predeceased by his parents, Ronald S. Mascali, and Jennie Marie Seymour Mascali. Ed lived his whole life in Northern Virginia except the two years when he was drafted and served in the U.S. Army and sent to Vietnam.

Ed enjoyed working on vintage cars and motorcycles as well as doing woodworking in his shop building furniture. He was an avid award-winning dahlia and chrysanthemum grower where he enjoyed teaching newcomers to the hobby. He was a member of the Early Ford V-8 Club, National Corvette Restorers Society, Old Dominion Chrysanthemum Society and the National Dahlia Society. He will be missed by many.

Contributions may be made in his honor for pancreatic cancer research at PanCAN, Donation Processing Center, PO Box 5041, Boone, IA 50950 or the Friends of the Fairfax County Animal Shelter, PO Box 2321, Centerville, VA 20122.



**Advertiser Spotlight:**  
**Dulles Auto Clinic**  
*By Nick Arrington*

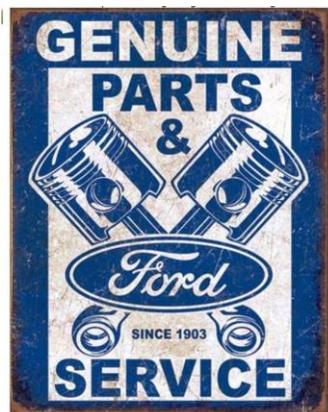
Dulles Auto Clinic of Sterling, VA, bought the first “Business Card” ad in the *Valve Clatter* and remains the longest supporter in our list of advertisers.

Despite their history, they never submitted a “biography” of the business to me. When they renewed their ad this year, I told Wayne, the owner that I would “write them up” once and for all.

They are an honest independent shop that has been serving Northern VA for almost 30 years. They have handled all my foreign and domestic car, truck, and tire needs since they opened. In addition to “modern” iron, it’s not uncommon to see 60’s and 70’s muscle cars and trucks in for service.

Dulles Auto Clinic has been in business since 1996, serving Sterling, Ashburn, Reston, Herndon, South Riding, Great Falls, and Potomac Falls. They are proud members of the Automotive Service Association. If you need tires, they carry a wide selection from top brands like Michelin, BF Goodrich, and Uniroyal.

Several years ago, they opened Dulles Truck Center down the road, dedicated to “big” truck and fleet services. If you are unhappy with your current mechanical garage or just want a second opinion, I strongly recommend checking them out.



**April 2025 NVRG Membership Meeting  
Restoration Updates**

Our April membership meeting program features restoration updates from four members. John Ryan will talk about his 1932 project, Hank DuBois about his 1935 Cabriolet, Rick Lukens will update us on progress with his 1925 Mack AB and Dave Gunnarson will talk about his 1935 1 ½ ton truck progress.

It should be a fun program to show off some of the restoration underway by our club members. Hope to see you there.

Meeting Information

**Date:** Tuesday, April 8, 2025

**Time:** Doors open at 7:00 pm, meeting starts at 7:30 pm

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





**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



**1949 Mercury 2DR**, V8 OD, 2-2S aluminum heads, dual exhaust and headers, 12 volt. Call **John French**, 410-266-6964.



**1935 Ford 2 DR Flatback**. Cordova gray, Dearborn winner, older restoration, heated garage-kept. \$13,500. Call John French, 410-266-6964.



**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](mailto: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](mailto: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](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)



**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](mailto:bsbelsley@aol.com). (11/24)





# *NVRG 2025 Events Calendar*



April	
<b>8</b>	<b>Membership Meeting—7:30 PM.</b> Location: Green Acres Center. Program: Restoration Updates. Presenters: Dave Gunnarson, Hank DuBois, John Ryan, Rick Lukens
<b>9</b>	<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>
<b>18</b>	<b>VC Submission Deadline--</b> For articles/photos/want/sell calendar to content coordinators.
<b>29</b>	<b>NVRG Board of Directors Meeting—</b> 7:30 PM via Zoom. All are welcome to attend.
May	
<b>13</b>	<b>Membership Meeting—7:30 PM.</b> Location: Green Acres Center. Program: Auto Appraisal Process. Presenter: Rusty Rentsch
<b>14</b>	<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> .
<b>17</b>	<b>City of Fairfax Antique Car Show—</b> 10:00 AM to 3:00 PM.
<b>18</b>	<b>VC Submission Deadline—</b> For articles/photos/want/sell calendar to content coordinators.
<b>27</b>	<b>NVRG Board of Directors Meeting—</b> 7:30 PM via Zoom. All are welcome to attend.
June	
<b>10</b>	<b>Membership Meeting—</b> 7:30 PM. Location: Green Acres Center. Program: Ice Cream Social Show and Tell. Presenter: Membership
<b>11</b>	<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>
<b>18</b>	<b>VC Submission Deadline—</b> For articles/photos/want/sell calendar to content coordinators.
<b>24</b>	<b>NVRG Board of Directors Meeting—</b> 7:30 PM via Zoom. All are welcome to attend.

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	<a href="mailto:john@ryanweb.com">john@ryanweb.com</a>
Monthly Meeting Report	Dave Gunnarson	<a href="mailto:gunnarson@verizon.net">gunnarson@verizon.net</a>
Tour Report	Hank DuBois	<a href="mailto:handcdubois@verizon.net">handcdubois@verizon.net</a>
Event Calendar	Nick Arrington	<a href="mailto:nta1153@verizon.net">nta1153@verizon.net</a>
Want Ads	Nick Arrington	<a href="mailto:nta1153@verizon.net">nta1153@verizon.net</a>
Membership and Dues Report	Gay Harrington	<a href="mailto:hahsuj@gmail.com">hahsuj@gmail.com</a>
Restoration Reports	Nick Arrington	<a href="mailto:Nta1153@verizon.net">Nta1153@verizon.net</a>
Tech Articles	Cliff Green	<a href="mailto:dcliftongreen@gmail.com">dcliftongreen@gmail.com</a>

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