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Value Clatter

Early Ford V-8 Club of America



*Northern Virginia Regional Group #96
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Editors: Nick Arrington & Sara Karnish

April Meeting: Member Restoration Updates

By Dave Westrate

Last month's program featured updates from three members on their on-going restorations. Hank Dubois kicked off the meeting explaining the origins of his 1935 Cabriolet including the original bill of sale and a very early photo of what the car looked like when new. He then showed a picture of an earlier "restoration" featuring a chocolate brown paint scheme. After that introduction, he explained what he had done to fix rust in the floor and lots of other body work.



Hank's car when new in New York City



Hank's car with restoration underway

(con'td on p. 3)

IN THIS ISSUE

President's Message	Page 2
Out and About	Page 5
Tech Tip	Page 9
May Meeting	Page 13
Automart	Page 14
Events Calendar	Page 18



Up Front with the President

May 2025



President's Message—May 2025

Our NVRG touring/driving season is shifting into high gear. We first had an excursion to a very interesting museum in the Richmond area. Next gear up is our traditional Poker Run on Saturday May 3—our 21st running of this very popular event. If you like cruising the rural scenic byways in an early Ford, this is one of the best one-day tours we have. Dust off your V8 (or 4- or 12- cylinder) car and join tour leader Hank Dubois and other members on this fun tour.

We hit high gear with our premier event, the Fairfax Car show on Saturday May 17. This show is focused on antique cars and is thus quite distinct from the other car show in Fairfax City later in the year. So it's a great opportunity to show off our V8s. The success of the meet critically depends on NVRG member volunteers to assist in registration, parking, signage and other on-site duties. Please contact Jim Nice to offer your help. See you there!

And for you V8ers who enjoy driving to a premier distance event, consider attending the EFV8 Club Central National Meet in Springfield, Illinois on June 22 to 26. It's the only EFV8 Club national meet this year. A few NVRG members will be attending.

I am particularly looking forward to the next membership meeting because the program topic deals with a somewhat opaque but essential element of owning vintage vehicles – the auto appraisal process. Appraisals can have a major influence on obtaining appropriate insurance or buying/selling our vehicles. Rusty Rentsch will be presenting this important topic. The meeting will be held at the usual date and place, on the second Tuesday (May 13) at the Green Acres Senior Center in Fairfax. I look forward to seeing you at the meeting.

Best V8 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



Painted body on chassis



Restored battery with an Optima inside

Next up was Rick Lukens and his Ford flat-head-powered 1923 Mack 1 1/2 AB. Rick acquired this truck locally and began the restoration in his garage.



Finished fenders and all sorts of parts are stored inside while work continues in the garage



Arrival Day

The flathead engine that came with it was ruined, so he sourced another and had it rebuilt. He repaired the radiator and the radiator supports, upgraded the fuel tank, fixed the rust issues with the chassis and got it all painted nicely.



Columbia installed



Chassis and final drive



Sharp-looking flathead engine

He's been working on the cab, which had been shortened 8" in the back but now is restored to its original height. The massive mechanical parts and chain and sprocket drive are very impressive.



The floorboards are installed, and it won't be long before this beast is back on the road.



The final presentation was by Dave Gunnarson. He shared his story with a picture of how his truck looked when he first saw it and then what it looked like when it arrived home. He described several of the projects he has undertaken in the quest to return this truck to how it looked the day it drove off the assembly line. He has chosen to finish the truck in the same color scheme as the 1935 Factory Demonstrator trucks.



Truck as found with now-30-year-old son Jacob

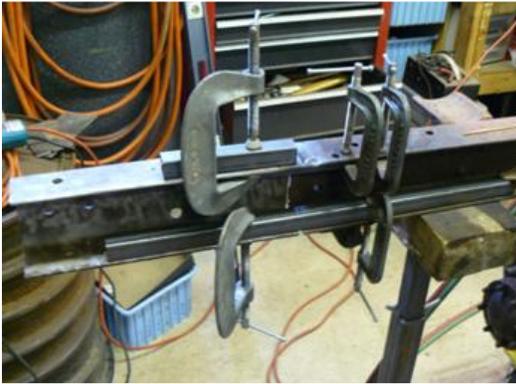


Delivery Day 1999

**Visiting the Keystone Truck & Tractor Museum
Colonial Heights, VA**

By Hank DuBois, Dave Westrate, and Dave Gunnarson

On April 7 a large group of NVRGers from a variety of locations converged on the Keystone Truck & Tractor Museum located 20 miles south of Richmond, Virginia in Colonial Heights. When we arrived, the parking lot was almost full (on a Monday!??). When we went inside, we could see through the back glass wall of the lobby into the museum and saw almost no one. The museum also has a 1950's retro-themed diner serving breakfast and lunch just to the left of the lobby and virtually everyone was in there eating. Seems the locals find the restaurant's good food and reasonable prices a sufficient attraction all by itself. We paid the entrance fee and started to explore. The following stories are a few examples of this amazing museum. After a few hours of walking around the 100's of tractors, trucks, cars, tools, and soda bottle collections, we all had lunch at the restaurant. Virtually everyone mentioned that they would like to return.



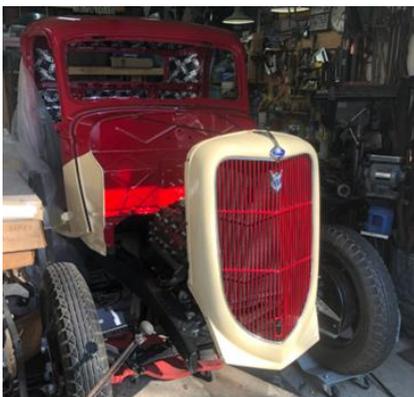
One of many frame repairs



Frame and chassis are finished



Restored engine and transmission installed in the chassis



Cab painted and re-mounted to the frame along with the radiator and grille shell



NVRGers on tour at the museum

Hank DuBois

Despite the very wet weather, our Club's visit to the Keystone Museum turned out to be a really worthwhile event for me. I found this museum to be truly unique in that it contains a vast array of items you don't usually associate with museums (mostly trucks

of all kinds, and tractors) and it is huge! While all of the exhibits were well done and interesting, I was drawn particularly to the farm tractors and the trucks associated with farm and service use. My interest in these exhibits reflects my farm background, i.e., growing up on a Vermont dairy farm during the 1940's - early '60's.

When my parents purchased the farm in 1942, it came with a nearly new, first-year, 1939 Farmall H tractor on steel wheels which was soon converted to more conventional rubber-tired wheels. This tractor and a team of Belgian draft horses provided the "horsepower" necessary to operate the farm initially. Later in the '40's, the Belgians were retired and an Allis Chalmers WD was acquired to, among other things, pull a hay baler and power a silage blower. A Farmall M, which was a large tractor for the time, was also acquired. This tractor had the power to readily plow the heavy clay soil which our farm had in abundance. These three tractors saw duty until the late '50's/early '60's when the Farmall H was replaced with an International 300 and the Farmall M was replaced with an International 450 Diesel. These four Farmall/International tractors were on display at the museum as was an Allis Chalmers WC which is very similar but a bit larger than the WD model that we had. I was enthralled, to say the least, to see these tractors in beautifully restored condition and to reminisce about the times that I actually operated them (except the 450 Diesel which came to the farm at about the time that I left home). I believe the first one that I operated, at the age of 7 (or thereabouts), was the Farmall H. I also operated the Allis Chalmers WD at a very young age but not the Farmall M which had a very stiff clutch and was a handful to operate—had to wait until I was 10 or so to operate that one!



I also enjoyed viewing the stake-bodied 1 ½ ton trucks and pickups that were on display at the Keystone although I didn't find examples that were exactly like the ones I remember growing up with on the farm, i.e., '34 and '49 Ford stake-bodied trucks, '49 and '53 Chevy dump trucks, and '53 Chevy ¾ ton pickup. However, among the neat trucks that got my attention was a '29 Ford AA stake-bodied truck, as well as a '37 Ford fire truck, and a very nice green '36 Ford pickup, both of which would be right at home in our club!



Another interesting vehicle for our club was a red '35 Ford 5-window coupe fully decked out as a Colonial Heights, VA Fire Chief's car. Interestingly, the car had a rumble seat, which probably wouldn't have been found on most such vehicles "back in the day"!

All in all, our Club's visit to the Keystone Museum was a lot of fun and brought back a lot of great memories for me. We'll probably be visiting this museum again!

Dave Westrate

My first thought about the visit to the Keystone Truck and Tractor Museum was that an all-day interaction with other club members was great. I always learn something about early Ford V8's and what all the club members have been up to. The museum itself was amazing. The tractor collection is surely one of a kind, and the trucks were very unique, as well. There were a lot of other antique pieces in the collection too. My favorite was an all-wood bicycle, which had a wooden seat, a wood frame, wooden spokes, etc. The most surprising thing was that I had never heard of this place before. It is a must see.



"Woodie" bicycle

Dave Gunnarson

It's so hard to pick a favorite among the hundreds of tractors and trucks on display, but I was immediately attracted to one of the tractor-trailer rigs on display because of the bright orange colors and wonderful graphics.



Dave Westrate, Hank Dubois and Leo Cummings in front of a 1939 Mack BM and 1937 Fruehauf Trailer

One thing that amazed me was the amount of wood used in the construction of the trailer. The walls have 1" thick boards running the entire length of the trailer sides and set off from the walls to provide tie-down spaces. Even the floor is solid wood! I can't even calculate the amount of weight in wood alone in the trailer.



1937 Fruehauf trailer interior

One thing I really enjoyed about the museum was the history included with many of the displays. Here's some of the back story of this rig.

In 1906 Grover Cleveland "Cleve" Harrell started a taxi business and painted one of his cars yellow. Although ridiculed by other cab drivers, he was hauling more passengers than anyone else, so he painted all his cars yellow and business boomed. Later he trademarked the name Yellow Cab.

With the discovery of oil in the Oklahoma City area, he established the Yellow Freight Lines to serve small manufacturers for whom freight was slow and express rates were prohibitive. Yellow Lines helped pioneer the concept of consolidating freight shipments into trailer loads, which resulted in great cost savings to trailer customers.

In 1929, A. J. Harrell determined that the color of the Swamp Holly Orange would be the most visible from the greatest distance and it became the color used on all company tractors.

The Keystone Museum acquired this restored truck and trailer from the Overland, Kansas headquarters when they were renovating their offices.

Leo Cummings

I was impressed by the massive collection of trucks and farm tractors, but on this rainy day, an early "Studebaker Flat Bed Stake Body Truck" and its cargo of a 1957 "Studebaker Hawk- 400" caught my interest. (See attached Hawk Spec. Sheet). I did a video of the Truck and Hawk combo as 2 Museum employees coordinated moving the truck under its own power to keep clear of the museum rear vehicle entrance doors. Quite a sight to see in 2025.



An early Studebaker Flat Bed Stake Body Truck and its cargo of a 1957 Studebaker Hawk- 400

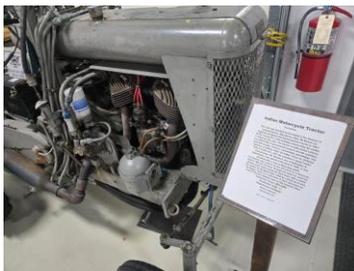
Also, a small portion of the museum displayed early items of the "Electrical Industry", with early vacuum tube radios, recording and test equipment. Specifically noticed was the basic electrical circuitry on a 4' by 8' board with all the components to complete a working "radio or superheterodyne" for the type of electrical signal processing of information via vacuum tubes. Then circuitry to convert back to electrical voice signals for processing through to the permanent magnetically controlled speaker cone.



Some trucks, many autos and a few farm tractors had early radios as they were developed to a more useable device. Especially after transistors came along and eliminated tube filaments with high consumption of power and gave us "Instant On." Wow, what a trade off. Yes.

Nick Arrington

All the exhibits were fantastic. My favorite one was the Indian Motorcycle Powered Compact tractor, built entirely out of WWII Military Surplus items by an Engineer to help build a new house in the 50's. Indian Floundered after WWII, going out of business in 1953. An Indian Powered Compact Tractor would've been a good lineup addition for dealers to extend their sales season. Who knows.



About the Museum and Its Owner

The story of the Keystone Truck & Tractor Museum begins long ago in a small south central Virginia town - a town that is no longer found on the map. This town was named Abilene, where a boy of just thirteen learned to drive his first truck.

Son of a sawmill operator, Keith Jones quickly learned to haul lumber from the mill to nearby factories and plants. He and his brothers also tended to the family service station that helped them both earn their way to a higher education.

Keith is the CEO of Abilene Motor Express operating a fleet of over 300 road tractors that haul nearly 1,000 trailers throughout the continental US and Canada.



Keith and his brother Kolen decided to launch a storage trailer business that they named Roadmaster, where they bought and sold equipment and hauled freight.

Keith Jones clearly has a passion for all kinds of tractors, dating back to the first one he fell in love with. Sitting in an overgrown patch of weeds, a farm tractor sat abandoned due to his uncle's passing. A blanket of honeysuckle made the farm tractor its own private trellis. Keith learned that his aunt was planning to send the farm tractor off to auction, to be sold to the highest bidder. Approaching his aunt Keith told her that he wanted the farm tractor. She said, "He could bid on the John Deere M, just like everyone else!" and bid Mr. Keith Jones did! Paying close to fourteen hundred dollars for his uncle's old farm tractor, the John Deere M that he came to love.

Weeks later, to Keith's surprise, his aunt gave him back his money. She told him that "his uncle always wanted him to have it, but she didn't want to just hand it over to him; she wanted him to earn it." Keith went on to restore the old farm tractor back to show quality.

Throughout the years Keith has collected and restored over 200 antique farm tractors and vintage road trucks that are now housed in 125,000 square-foot building that has become Keystone Truck and Tractor Museum.

TECH TIP

Refurbishing Generator Field Coils

By Steve Blancard

There are many steps in the process of rebuilding a Ford generator. One of those is either replacing or refurbishing the field coils. While replacing them is easier, the currently available fields have become quite expensive and have their own issues to deal with. There are times when I install new fields, but often the originals can be refurbished.

Field coils are simply magnet wire wrapped into a coil with wires attached and an insulating wrap around the outside. When current is passed through them, they magnetize the pole shoes which enables the armature to generate power. Ford model A (except Powerhouse) and 3 brush V8 era 6-volt generator fields are made up of 100 turns of #17 magnet wire per coil, two coils per set. After removing them from the generator they are inspected for damage, oil saturation or burning. If they appear good, I check them with a power supply and precision K.R. Wilson ammeter. At 6.3 volts the set should draw around 5.0 – 5.25 amps. Using an ohmmeter, the reading through the coil set should be 1.0 – 1.2 ohms. If good, they are a candidate for refurbishing.



This field coil set is ready to be refurbished. These are from a 1929 model A generator with the output terminal at the pulley end. The output wire is lashed to the top of one coil to prevent it from sagging down on the spinning armature.

The first step is to separate the coils by unsoldering the connecting leads. Next the old wrapping material is removed. As it is unwrapped, I tie a piece of thin string around each side to keep the coils from coming apart.



Photo 2

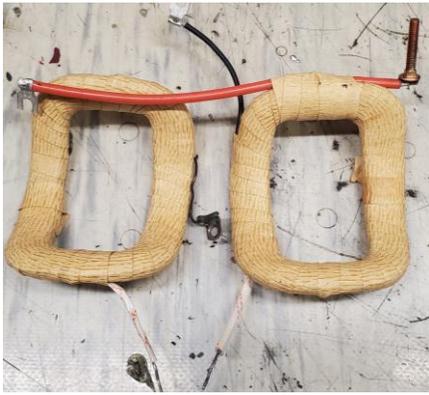


Photo 3



Photo 4. Photo 2, 3 & 4 – Here the fields have been separated and unwrapped, exposing the magnet wire coils.

Next the old adjustable brush wire is unsoldered and removed. A new wire is made and soldered in place. New fiberglass sleeve is slipped over each of the interconnecting leads, leaving the ends exposed to solder back together later. The fields are now ready to be wrapped using J&N field wrap # 900-10006. The wrapping material stretches as it wraps around the coils and grips itself with no adhesive. It will stretch to about twice its length. On these coils I use about 60" on each one. At the end, the tail is tucked under the last wrap and trimmed off.



The coils have been wrapped. A new output terminal wire has been made and lashed to one coil.

Prior to soldering the coils back together, a larger piece of fiberglass sleeve is slipped over one of the interconnecting leads. The leads are then twisted together and soldered. Then the soldered end is folded over and the larger fiberglass sleeve is slipped over the joint. This is needed to keep the long generator through bolt that passes between the coils from shorting the coils. Lastly, the coils are tested again to confirm proper operation.



The refurbished field coil set ready to be installed

This job takes me about an hour to complete. It is a lot of work, but the results are worth the effort.



Field coils, output wire and terminal installed in the generator body.

Wood is Good

By Dave Westrate

I like to say “wood is good“, but what do you do with all of the small pieces of hard maple left over from building complete bodies for two 1939 Ford Woodie station wagons? There were a lot of pieces! All of our 10 grandchildren worked on these two cars with me over the 30 years it took to complete them, starting at very young ages.

We came up with the idea of making each grandchild a small end table to commemorate their work on the cars, and I was able to find enough Maple in the scrap piles to do the legs and frames of the tops. I then made tabletop inserts of different hardwoods and patterns so each table is unique. When they were finished, I wrote an individual letter to each grandchild to go along with their table, which they received as Christmas presents in 2024. The letter to Noah is included nearby as an example of the letters that each received. Wood is good!



*Mr. Noah Barnes
December 25, 2024*

*Dear Noah,
I have made this table for you to thank you for all of your help over the years on our two Woodie Station Wagon restorations. I also hope that in the years to come, it will remind you of all of the fun we had together working with each other and other family members on something worthwhile. All 10 of our grandchildren worked on these cars over many years.*

Grandma and I have so many memories of each of our grandchildren participating in this adventure and it makes us very proud of all of you.

The basic table is made of "hard maple" wood left over from the actual new wood body construction. I embedded a leftover piece of finger joints in the edge of the table to remind you of that unusual aspect of these wood car bodies from 1939 that you worked on. The trim detail around the top of the sides of the table is the same as the trim detail on many pieces of the actual car body.

The table top I inserted in each of the 10 tables are made of different hardwoods, many of them from unique parts of the world. Noah, the wood in the top of your table is Maple and American Padauk.

The various woods and designs in the tabletops make them unique to each grandchild and do not represent the wood species in the car bodies. Consider this my attempt to teach you a bit about different wood species available in this great world.

Finally, a bit about the two cars we worked on. The first one was a 1939 Ford "Standard" which we purchased from a used car dealer in Leesburg, Virginia, in 1994. The second car is a 1939 Ford "Deluxe" that we purchased in Mystic, Connecticut in 1996. The bodies on both cars are identical. The deluxe came with a set of one-of-a-kind wood cutting tools made by a man who worked as a machinist at the Electric Boat Company in Mystic, Connecticut, where they build submarines. He made these tools himself, and we used them on both bodies for profiles and finger joints. He passed away before he could finish the work on the deluxe.

For \$70.00 more, you could purchase a 1939 Ford "Deluxe" over a "Standard". The Deluxe had an updated design of the front end, two sunvisors instead of one, a clock in the glove box door, a fancy banjo steering wheel instead of a plain one, leather covered seats, instead of vinyl covered seats, and chrome window pulls instead of painted ones. Both cars had the famous Ford flathead V8 engine.

I have attached two photographs for you. One is of the Standard which is in front of Henry Ford's home in Dearborn, Michigan. This picture is from the V8 Times magazine where the car was featured in the January-February 2004 issue. This car has won many awards over the years. The other is of the Deluxe which was featured on the cover and centerfold of the magazine, Woody Times in the October 2023 issue. These recognitions reflect your work on these projects, and we congratulate you for your efforts.

Grandpa and Grandma Westrate

Please use your table how and when it suits your fancy in the years to come. Grandma and I hope it helps you remember the moments that meant so much to us as you grew up.

Love,
Grandpa and Grandma Westrate



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A Vintage A-V8 Build – Vol. 4: Pieces and Parts
By Chris Elenbaum (Col., Ret., USAF)

Have you ever sat in your garage staring at a thing in progress and wondering what you want to tackle next, and then you just give up and crack open a beer instead? Well, that happened at least one day this past month. But a few important projects continued along in a good direction. As you might have read last month, my progress on the '31 Model A Flathead V-8 project is a slow work in progress. But there are some foundational pieces that will help my pace pick up a bit in May.

First, I followed Mike Bishop and Vern Tardel's guidance in *How to Build a Traditional Ford Hot Rod* to make a set of front engine mounts for the V-8 conversion. Unfortunately, the specified hole size for the rubber engine mount bushings was way too large. After thinking through ways to make the replacement bushings work, I gave up and just remade the brackets with the correct hole size. The other modification I made was the material thickness. Bishop's design called for a 1/8-inch-thick steel. I decided that the relief in the bracket design that allows for easier access to the bolts was a weak point and would likely lead to an eventual fatigue failure in hot rolled rectangular tubing. So, I increased the thickness to 1/4 inch. This makes for a very strong bracket now.



The beefy kinda front engine mounts

Next, I've been working on welding up my custom bracket to mount the flathead engine block from its exhaust manifold side to the rebuild stand. As many flathead aficionados know, the cast bell housing of the older flatheads can crack if used to mount the motor on the rebuild stand. Some folks just use a wooden post to prop up the front of the motor to take some weight off of the bell housing, but I figured that I ain't no Jed Clampett and I'd rather be safe than sorry, so I now have a safer mount. My second round of welding turned out much better when I changed over from the Flux Core MIG process to a standard MIG process with 100% CO². The 100% option was quite affordable because I'm a homebrewer and use CO² regularly to keep my favorite beer creations carbonated. All I needed was a flowmeter regulator for \$20 on Amazon.



The side mount hooper doofer engine bracket thingy

The third accomplishment this month was the modification of an axle assembly. Last month I picked up a left side axle housing from a later 1930's Ford wondering if it would be useful. The gentleman wanted \$30 and we settled at \$15. I'm sure he had no use for it and I had no idea if it would be salvageable either. We joked about it becoming the base for a bar stool in my basement. After consulting with Hank Dubois—the hot rod whisperer—we concluded that left and right makes no difference if you're just going to cut the spring mounts off it anyway. So that's what happened.

After making some scrap metal and sparks for a while, I had a left or right or who cares axle housing with a rusty bearing surface. The next step was to set it up on a lathe and turn down the bearing surface and then press on a repair sleeve.



Metal magic on the axle housing on a worn out Enco engine lathe

There were a few techniques required here. It requires use of a bull nose center in the lathe tail stock and then truing the assembly up within a couple thousand of an inch in a 4-jaw chuck. You can then turn it down to 0.0015 inches larger than the inside diameter of the repair sleeve for an interference fit. That's a tough dimension to hit on an old lathe that doesn't want to give better than 0.003 inch tolerance along the Z-axis length of a 2-inch cut. Sorry, but I only share my secrets with other machinists. Next, you chill the end of the housing with some ice, apply some red Loctite, and press the sleeve on with a 20-ton shop press. Easy as making brownies from a box, right?

So you're probably asking, what about the rest of the rear end? I'll try to show you my rear end in the next couple of months...ummmm...you know what I mean.

And hopefully I can mock-up the engine and transmission to set the location of the engine mounts pretty soon, too.



Pressing on the repair sleeve with superhuman strength

The weather is looking great out, gang. It's time to check your tire pressure again, check your fan belt tension (not the belt tension around your waistline), lube your door hinges and latches, and stock up the cooler with your favorite beverage for a picnic outing. But don't forget your lover this time!



The repaired axle housing ready for a barstool seat



May 2025 NVRG Membership Meeting Auto Appraisal Process

Rusty Rentsch became a certified agent for Auto Appraisal Group (AAG) in December 2023. Rusty will provide you with a short background of AAG and share with you the process of doing an inspection and appraisal.

Hope to see you there.

Meeting Information

Date: Tuesday, May 13, 2025

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

Location: Green Acres Community Center in downtown Fairfax



Vintage Car Lovers

***41st Annual**

CAR SHOW

May 18, 2025 9am-1:30pm
Taneytown Memorial Park

MD Route 140 at Park Road

Taneytown, MD 21787 (No Rain Date)

(1.92 mi. North of Taneytown circle on Rte 140 - across from 5241 Taneytown Pike)

ARRIVE TOGETHER TO PARK TOGETHER

Registration Booth Opens 8:00am-No Registrations Processed Before 8:00am

All Makes & Models Welcome
Antiques, Street Rods, Customs,
Trucks & Motorcycles!



Plaques will be awarded to the top 25 vehicles selected by the judging team in proportion to the number and types of vehicles registered.

FREE Spectator Admission
FREE Spectator Parking
FREE Picnic Areas Provided
SHOW CAR SPACES - \$15.00
FLEA MARKET, CAR CORRAL
10' x 20' SPACES - \$15.00

A.M. Coffee and Donuts Available!

Blowfish Poké & Grill
Food Truck
Pulled Pork/Chicken Sandwiches
Bang Bang & Tempura Shrimp
Poké Bowls & Sides

Car Show Rules

- All show vehicles must have a fire extinguisher
- Safety of show vehicles is the owner's responsibility
- No Alcoholic beverages & No smoking on grounds.
- Must be present at 1:30 to collect 50/50 winnings.
- Show cars must arrive together to park together.

Hosted by the National Capital Region 36 of the Early Ford V8 Club of America

* 8 Years at the West Friendship, MD Farm Museum, 32 years at Olney, MD then Brookeville, MD (all sites closed)

A portion of the show proceeds will be donated to the Early Ford V8 Foundation, a non-profit 501(c)(3) organization.

Information Contact: Al Zimmermann 410-560-0237; email: zimmco1@comcast.net (Subject "Car show") 6



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



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.



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

'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)



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)



3-speed with OD. 1A-7006-A with R-10F-1 WG Div-W2. 3-speed transmission with Warner Gear Div. overdrive R-10F-1 WG Div-W2. Used on 51 to 53 Ford and Mercury passenger cars. Seems to shift and turn freely. \$140.00 will deliver to NVRG members in Northern VA. **Rusty**, 703-209-4359.





NVRG 2025 Events Calendar



May	
3	21st Poker Run leaves Fair Oaks Mall @ 9:00 am contact hankdubois@verizon.net
13	Membership Meeting—7:30 PM. Location: Green Acres Center. Program: Auto Appraisal Process. Presenter: Rusty Rentsch
14	Caffeine Double Clutch Breakfast —Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Wayne Chadderton at wjchad@gmail.com .
17	City of Fairfax Antique Car Show —10:00 AM to 3:00 PM.
18	VC Submission Deadline —For articles/photos/want/sell calendar to content coordinators.
27	NVRG Board of Directors Meeting —7:30 PM via Zoom. All are welcome to attend.
June	
10	Membership Meeting —7:30 PM. Location: Green Acres Center. Program: Ice Cream Social Show and Tell. Presenter: Membership
11	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.
24	NVRG Board of Directors Meeting —7:30 PM via Zoom. All are welcome to attend.
25-26	EFV8 Central Meet Springfield Illinois contact https://2025cnm.com/
July	
8	Membership Meeting—7:30 PM. Location: Green Acres Center. Program: Central National Meet Review. Speaker: CNM Attendees
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		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	john@ryanweb.com
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Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Nick Arrington	nta1153@verizon.net
Want Ads	Nick Arrington	nta1153@verizon.net
Membership and Dues Report	Gay Harrington	hahsuj@gmail.com
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