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Value Clatter

Early Ford V-8 Club of America



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

Volume XLVII, No. 6, June 2025

Editors: Nick Arrington & Sara Karnish

May Meeting: Auto Appraisal Process

By Bob Vignola

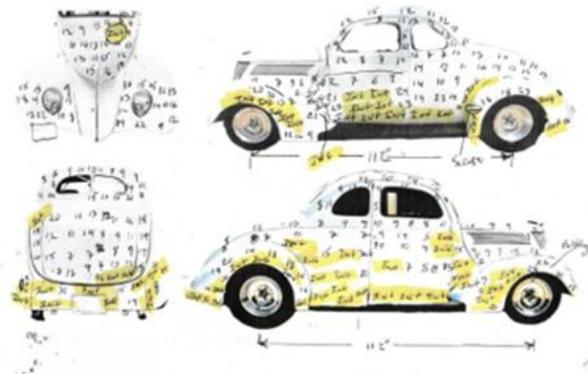
The May meeting featured a presentation from Rusty Rentsch on his “second career” as a Certified Agent for the Auto Appraisal Group Inc. (AAG) based in Charlottesville, VA. The AAG was established over 30 years ago and currently has over 200 tested and trained agents across the country. The company is also the official appraiser for several notable groups including Carlisle Events in Carlisle, PA; the Cadillac-LaSalle Museum in Michigan, and the Sinkhole Corvettes at the National Corvette Museum. The range of vehicle types appraised covers it all, from brass era, antique, and muscle cars, to exotics, street-rods, NASCAR, award-winners, prototypes, fire trucks, commercial vehicles and motorcycles of all types, including vintage and customs. They also handle motor homes, buses, ATVs and golf carts.

Rusty explained that he came across the AAG booth at Hershey and decided to give it a try. After completing training in Florida and receiving his equipment, he assumed the role of the Certified Agent for the AAG for Northern Virginia and the surrounding area.

Rusty described the process for appraising a car typically begins with conducting research and history of the vehicle to be inspected but may also include discussing the specific focus of the appraisal with the client. This part of the process can vary with

the type of appraisal, including those for insurance documentation, estate settlements and related tax impact, resale value, bank loans, charitable donation valuation, or market value such as a “ballpark” estimate.

Documenting the condition of the vehicle is the most time-consuming—and dirty—since it involves taking many pictures from all angles, including underneath. Access to a car lift is most welcome on a wet or cold day. Assessing the condition of the paint and body requires taking many readings to determine the thickness of the paint and the presence of body filler. This diagram maps out paint depth and presence of body filler, which indicates the bodywork done on a '37 coupe. In this case the client had specific interest in the quality of the car body and paint.



(cont'd on p. 3)

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Up Front with the President

June 2025



President's Message—June 2025

In last month's message I said we were going to "hit high gear" with our premier event, the Fairfax Car Show on Saturday May 17th. Well, I was wrong – we hit overdrive with the show! A record turnout of show cars and beautiful weather combined to make it a huge success. Equally important, our team of dedicated NVRGers, under the leadership of Jim Nice, made sure the show also ran seamlessly. Maximum kudos to Jim as wagon master and every member of the NVRG team for making it all happen. Read all about it in this issue.

There is no Eastern National Meet nor Western National Meet this year so the only venue for judging and interacting with the larger EFV8 community is the Central National Meet in Springfield, Ohio. It's not too late to register for this June 22-23 event. So, check out the program on the National EFV8 website and consider attending. A few NVRG members will be there.

The program for our next membership meeting (Tuesday June 10th) will be the always popular member show and tell. V8ers will be regaling us with interesting EFV8 items, experiences and stories. Have something interesting to share with your fellow members? Come and share your story with your fellow members. Refreshments will include a bit of ice cream to please our sweet tooth. The meeting will be held at the usual location, the Green Acres Senior Center in Fairfax. Unfortunately, I will be out of the country and unable to attend.

Best V8 wishes to everyone,

John

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

Most enjoyable is examining the operation of the vehicle. Besides checking controls, lights, etc., it also involves a test drive. Rusty described driving in a new Aston Martin that had been hit just two days after the owner picked it up. It sounds like the car operated well since they hit speeds over 100 mph during the inspection.

Another interesting point was that the inspection does not involve putting value on the car. The agent's responsibility when conducting an on-site inspection is to document condition, originality, evidence of a restoration and historical information. The results of the inspection are forwarded to the AAG headquarters where the research department verifies the model (decodes numbers), verifies originality and research current value. Rusty explained that the AAG has access to the extensive database of sales and other records necessary to do this. Ultimately, he never learns what AAG determines the value of the vehicle to be.

Lastly, Rusty explained the satisfaction of providing information to the client to help them make decisions, especially when buying a car on-line. The inspection can reveal the true condition of the car, such as bad/unrestored suspension or body work such as bondo on a flow pan, that can only be found if you get underneath and up close.



It can also reveal that the opportunity is a fraud. In one case, all it took was for Rusty to contact the West Virginia dealer advertising the car to arrange the on-site inspection on behalf of a potential buyer. After a few unsuccessful attempts to make the arrangement, the AAG determined that the picture of the car, an early Ford Bronco, was a car somewhere in the Midwest. No doubt, the client was relieved that he arranged for an inspection.

OUT AND ABOUT

21st Annual NVRG Poker Run

By Jim LaBaugh

Photos by Jim Nice, Kate Flynn, and Leo Cummings

What do the Groveton Cemetery in the Manassas National Battlefield Park, Little Georgetown Episcopal Church in Broad Run, Oak Springs Plaza in Warrenton, and the Marshall Library/Community Center in Marshall have in common? All were the stops on the NVRG 21st annual Poker Run on the way to the final destination at the Hunter's Head Tavern in Upperville. The tour, designed by Hank and Cindy Dubois, began at the Fair Oaks Mall, where David and Susan Skiles (1934 Ford Cabriolet), Bill and Liz Simons (1949 Ford Station Wagon), Leo Cummings (1955 Ford Pickup Truck) and Jim Nice, and Jim LaBaugh and Kate Flynn, joined Hank and Cindy the morning of May 3 for this year's tour.

At the beginning, no one except Hank and Cindy knew the route or the final destination of the 60-mile tour. Driving directions received at the beginning of each leg of the tour took participants to the next stop, with the last leg ending at the restaurant and lunch. At the start of the tour Hank handed out sealed information about the location of the restaurant, to be opened if someone got lost and missed a stop along the way.



A poker game is an optional part of the Poker Run tour. Those wanting to play purchased either one or three hands at the beginning of the tour. Depending on that choice, at the start and at each stop players receive cards in sealed envelopes, the number of cards received depending on the number of hands purchased. In that way at the end of the tour they received five cards for each hand they purchased.

In addition to the wonders of touring the beautiful countryside of the highways and byways of Virginia, the driving instructions for each leg of the tour included trivia questions. These included questions such as "What is the name of the old store on Wilson Road?", "What kind of building is just past Eagles Nest?", and "What kind of medieval sport is practiced on this leg?" Answers were visible on signs and buildings as well as things in fields along the roads of the tour, and at tour stops.

Hank and Cindy initiated the driving part of the tour by traveling to set up the stops, waiting to move to each stop in succession once the first car to reach them arrived to maintain that stop. That first arrival stayed at the stop, after receiving the cards and copies of the directions to be given out to subsequent cars from Hank and Cindy. Once the last car of the tour arrived, those who had maintained the tour stop, as well as the last tour car, continued on the remainder of the tour.

The cars were sent out from the mall at 8-minute intervals. Bill and Liz Simons were first, followed by David and Susan Skiles, then Leo Cummings and Jim Nice, and finally Jim LaBaugh and Kate Flynn. While enroute, a few missed turns here and there by different cars did not deter those on the tour from making it to each stop. Along the way, being delayed by falling in with a funeral procession, or encountering traffic headed to the Gold Cup steeplechase horse race in Fauquier County added to the adventure.

After sharing stories about the roads less traveled over lunch, the tour concluded with scoring the trivia question contest and the poker contest. Hank read out the trivia questions asking the participants what they thought the answers were, then informing everyone which were the correct ones. After this call and response, the participants tallied their results, and the winner was Susan Skiles with 37 correct answers out of 40 questions.

Jim Nice came in second with 27.5 correct answers (some questions had two parts).

For the poker game, each participant selected five of their envelopes, opened them, removed the cards and determined what their hand was. Hank recorded the results. Those cards were set aside and the process repeated twice more. Based on those results of all three rounds Cindy DuBois won the entire poker game with the two best hands.

At the end of the day everyone thanked Hank and Cindy for organizing a wonderful tour on various scenic roads, with items of interest along the way woven into the trivia contest, and the uncertainty of the luck of the draw built into a game of chance.

Poker Run Impressions from a First-Time Participant

By Kate Flynn

I enjoyed traveling the highways and byways of Virginia on the car club's annual spring tour on Saturday, May 3. While I am a very experienced road-tripper, I had never done a tour such as this. It was fun wandering the back roads of Virginia. The trivia questions were a nice touch. Lunch and conversation at the Hunter's Head in Upperville was a great finish to the trip.





I saw was our fearless editor from behind as he was walking out. It started to rain pretty good, so home I went. I picked up a few deals and the best was a vintage MOOG King Pin replacement set for \$1.00.



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The 11th Annual Mid-Atlantic PreWar Swap Meet in Luray, Virginia

By Warren Barbee

Normally it's a nice ride from Northern Virginia down to Luray, but it rained off and on (mostly on) all way there. The vendors must have stayed away because of the weather. I think there may have been more vendors last year.

I've been going on Friday for about 5 years now and always seem to find something I can put to use. The rain had stopped when I arrived at the Luray VFW Hall and as I parked, parts were being carried out by smiling faces. There were only a few brave "T" guys on the field. There were two amazing "Center Door" model T 2-door sedans. One super nice Green 26/7 2-door sedan was in the parking lot.

Most of the T's were dry in their trailers at a nearby hotel awaiting a driving tour on Saturday. Being a bit smaller of a meet, it didn't take much time for me to make my way through, and the only V8'er



V-8 parts pile



Hot Rod Model T motor

Luray PreWar Swap Meet

By Dave Gunnarson

After setting up and cancelling several different dates and times for a van-pool from Fair Oaks Mall as a result of my unstable schedule, I finally got free mid-day on Friday May 9th and drove out to the Mid-Atlantic Pre-War Swap Meet in Luray at VFW Post 621. Light rain in the morning gave way to absolutely beautiful afternoon weather.

I arrived to find about 35 vendors with only Model T, Model A and Early Ford V-8 parts. It was a real pleasure going from vendor to vendor and seeing essentially nothing but Ford parts. Where else can you do that?



Some things caught my eye, like a barn fresh 1934 BB truck with a \$7,500 price tag. Over in the scrap pile were Model BB front and rear axles – free with a personal choice donation with all the proceeds going to VFW Post. A rouge Ford Laboratory Test Set was ready for someone to take home.



1934 BB truck



Ford Laboratory test set

I spent some time at NVRG member Steve Blancard's tent where he was selling his restored generators and cutouts. I was able to find the one thing I was looking for – a 1935-1940 front license plate bracket for a project (\$5). I also managed to score a nice truck rear view mirror arm (tough to find), an unusual to me truck radiator fan that I got for \$5 just to bring home and identify for general knowledge (turns out it's a 1933-1934 optional cooling fan for cars and trucks), and a small collection of other things I really didn't need. The prices were as low as I've ever seen so temptations were all about.

One non-Ford item was the remains of a 1912 Buick! I thought it was a great show, and I will definitely return next year. I'll set up a van pool again and hopefully have my schedule more under control.



1912 Buick

2025 Winchester AACA Apple Blossom Meet
By Warren Barbee

You couldn't find a better day to drive a "Flattie". Cool temperatures all day. Just perfect for "Hot-Headed" "Flat-Head" Fords. I would suggest the Northern Virginia group consider this for next year. Traveling via Rt 50 it's a straight shot to Winchester proper.

By the way, two great Diners for a breakfast stop—The Paper Mill south side of Winchester and The Back Seat Diner on the north side of town.

Jim Barnett Park has hosted this event for a number of years. Flea marketers will be disappointed with the small turnout of venders for sure. Otherwise, a great ride and all the Fords and other makes on the grounds are worth the ride.



1939 Coupe



1940 Convertible—possibly Hammond Dwyer's car



Winchester flea market find

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2025 Carlisle Swap Meet

By Warren Barbee

It started simply enough—two guys with the last name Miller (not related, however) were asked to leave the Fall Hershey AACA swap meet for trying to sell Corvette parts that were a little too new.

Knowing they were not alone with the need to sell "Parts", they looked around and found, 50 years ago, an under-used fairgrounds in Carlisle, PA. It could be rented cheaply, and the rest is swap-meet history.

The 1975 Fall swap meet was their first. Last year was their 50th anniversary year. Dare I say this is the 50th spring event. Me, I'm about done with Hershey. Too many empty spaces and not enough parts I need. On the other hand, I used to just "do" Spring Carlisle and Fall Hershey. Not for the past 5 + years—I have done much better at ALL the Carlisle events I attend.

I did Thursday and Friday and found some great deals. Ken Gross came with me Friday—he had a blast! Some early Ford stuff was around. I picked up pieces I needed for my Bonneville Roadster project as well as some parts that might be considered "off-topic" to this crowd 😊 Check out my pix from Spring Carlisle 2025.





May AACA Museum Visit—Hershey, PA

By Nick Arrington

Several club members and I regularly visit the museum, which updates its exhibits every 6 months. Member Bob Sturm called me recently and told me the latest exhibit “Tailgate Travelers” was up on display.

Bob Sturm, Joe Freund, Bob Vignola, and I proceeded with our plan, and the outcome exceeded our expectations. I counted over 2 dozen wagons—woodies and custom bodied rigs from nearly every GM marque, Independents and Fords dating from Model T wagons to 70’s Chrysler Land Yach Wagons that could accommodate 9 passengers.

Flathead Fords were represented by 1932 and 1941 examples. Many of the cars had their tailgates down and sported period correct coolers, camping gear and folding wooden chairs. Another exhibit featured Don Allen Chevrolet—the world’s largest car dealer in the 1950’s—with 15 dealerships across the country. He was very innovative and used blimps for advertising as early as 1936 and featured service departments that were open 24 hours a day. I know this kind of pales in comparison today where locally the Koons group probably has 15 dealerships or more in just Virginia and Maryland, but the Don Allen era was all pre-computer, Internet, email, next day air shipments, etc. The telegram was high tech in the 50’s.

The museum really is a treasure, barely three hours from us. If you haven’t visited it lately, I strongly encourage to see it regularly. If you are an AACA member admission is free.



Members Bob Vignola and Joe Freund with Pontiac and Buick wagons

A Sparking Article*By Nick Arrington*

More than once, I've been sidelined-to the side of the road- by a bad condenser. I once did a valve job on a motor only to find out the miss in the engine was due to a "new" condenser not the valve train.

It's getting harder to find condensers for some of our antique vehicles and I often see folks online selling "New Old Stock" condensers—some obviously pushing 50 years old—at prices near \$20.00 with an additional \$10.00 for shipping.

That got me thinking.

Several years ago, I bought an entire ignition cabinet full of products from a garage which closed in the late 70's. Thus, all these items had been in existence for 35 years or more. The product was always stored high and dry. I found some with Ford part numbers and other popular GM models. If only I could tell what product was good and bad.

That's where Steve Blancard comes into play.

Steve, our club member from the Fredericksburg area, is a guru of all things ignition-related and has a vintage Herband condenser tester.



Member Bob Sturm with '41 Ford wagon



Dodge custom-built wood-bodied wagon



1932 Ford Wagon



'40 Ford on lower level



Vintage condenser tester

Steve kindly accepted six NOS condensers for testing.

Here are the results.

3 or half the sample tested badly at room temperature. Steve did not test them with a heat gun to simulate engine temperature but many he's found flunk the test when subjected to 100 degrees. He confirmed the condenser on my A-V8 was the culprit that led to all kinds of driving dilemmas and that condenser was a 3-year-old NAPA unit.

It is probably safe to assume 5 out of 6 would have failed if subjected to heat while on the machine. I decided to keep all the points and rotor buttons in the cabinet and discard the condensers. I will try to buy new condensers that are made in USA units when possible and will never buy any NOS units which are 40 years old or more. Special thanks to Steve for the testing procedure and results.



“The greatest thing in life is experience. Even mistakes have value.”

--Henry Ford

A Vintage A-V8 Build—Vol. 5: Makin’ and Weldin’ Stuff

By Chris Elenbaum

Finally in late May I found more than an hour to get out to the garage to work on the 1931 Model A V-8 build. Yes, I also enjoyed a beer or two while gazing at the project and being occasionally too lazy to work on it. If you’ve been reading the last few months of the *Valve Clatter*, you’re already familiar with my somewhat slow progress and the special fabrication work that’s been going on in my garage and at the NovaLabs maker space.

The major task for this month was getting the engine positioned in the frame to locate the front and rear mounts. Last month, I made a pair of front engine mounts from 2x3 inch ¼ inch thick rectangular tubing. I made the first pair with the rubber bushing mount holes too big based on Mike Bishop and Vern Tardel’s book, *How to Build a Traditional Ford Hot Rod*. After remaking the mounts with the correct sized holes, I went ahead and test-fit the new rubber bushings and other hardware only to find that now I made the hole too small. I think my random-access memory (RAM in computer geek speak) was acting up again. I discovered my error was in setting the hole size based on the lower rubber bushing’s dimensions instead of the flange of the steel backing plate. This flange keeps the backing plate and rubber bushing all centered on the engine mount. But this was no problem at all. I clamped each mount in a big vice on an Enco vertical mill and drilled a larger hole with a carbide tipped hole saw.



Installed front mount

Perfect size this time. After cleaning off the paint from the adjoining surfaces on the Model A's frame, I went ahead and Mig welded them in place just behind the front cross member where I determined they needed to go during the fit check.

Next, I tack welded the top of the re-engineered and fabricated '32 style center cross member to its front main face and carefully maneuvered it into its new position in front of the existing Model A cross member for a test fit. Satisfied with the fit, I went ahead and welded it all together and drilled and installed bolts to fix it in place to the frame rails.



Cross member installation

Next, I positioned the bottom section and welded it to the face and then drilled and installed the lower frame bolts to fix it to the frame. It now looks perfectly at home in the frame and is ready to receive the wishbone ball socket, '39 brake pedal assembly mounting bracket, and a diagonal support member which helps to reduce torsion in the center area of the frame.



Cross member nearing completion

As I mentioned last month, my side engine mount project that allows me to use the exhaust manifold screw holes to mount the flathead V-8 on my engine stand worked out great. I'm amazed by how well balanced this turned out to be and how much more stable the engine is on the stand now.



Side mount

The cantilevered weight is much less than mounting it from the bell housing and I don't have to worry about cracking the cast bell housing now. It doesn't even require a tubafour to hold it up anymore. What's a tubafour? Well, it's either a 2x4 or it's used to lay down the bass in the brass section of a big band.

My last project for the month was a nice surprise. During one of our club meetings, a member was giving away old copies of the *V-8 Times*. I found several from 1974 and was intrigued to see what they were writing about in the year that I was born. Yes, I'm aware that I'm the kid in the club. And as I paged through them, I found an article about building a leaf spring spreader to remove the transverse spring from the axle assembly. I'm quite sure that there might be one or two of these usually hand built tools hiding in a club member's garage, but this was too convenient to pass up.

While working on my other projects at NovaLabs, I discovered that our metal inventory and scrap metal piles contained all the right components for the project. Now who could pass that up?

After an hour of labor and a \$25 donation for the material, I can stretch to my heart's content now.



Leaf spring stretcher

In June, I expect I'll be turning my attention to the front axle and the engine. For the front axle, I'll be using a later model drop axle, reversing the spring eyes on Model A spring, and chopping up two perfectly good wishbones to make one that measures up. It's OK to cringe if you want, but those old bones have been waiting for many, many years to find new life in a hot rod. The engine is going to be getting some porting work if my undersized air compressor is up to the task.

Friends, our spring days are warming up and summer is just around the corner. You better shut off that coolant diverter valve to the heater if you've got one and tweak your carbs for the warmer weather. Oh, and don't forget to leave room in the fuel tank for expansion so your tank doesn't decide to empty a gallon of gas all over the curb at a car show. I know someone who had that experience recently (wink, wink).



Fairfax City Car Show—May 17, 2025

By Jim Nice

The 2025 Fairfax City Car Show was highly anticipated after being rained out last year. Saturday, May 17th started out rainy, making some of us think we might have a repeat of 2024. The sky soon cleared, and we had a beautiful, sunny day. The show had its largest turnout in recent years, with approximately 147 cars participating. Classic cars filled Armstrong Street and much of the parking available around Fairfax City Hall. Fairfax City Police and Fire provided many exhibits and activities for families, including handprint painting a Fairfax City police car.

Jim Nice assumed the reins of leading the car show from Dave Westrate, who provided much guidance, direction and support. Many thanks to Dave for his hard work in hosting many wonderful Fairfax City car shows over the years. Also, a big thank you to the Fairfax City Parks and Recreation staff, Mitzi Taylor and Deanna Payne, for co-hosting the show with the NVRG, and for all their work managing registration, trophy sponsors, dash plaque and trophy creation, publicity, food, activities, and much more. The city has always co-hosted the show with the NVRG, and we are especially grateful for the effort Mitzi and Deanna put into the show every year. And finally, a big thank you to all the NVRG club members who stepped up and helped with registration, show-car parking, judging, tabulating People's Choice votes, running the 50/50 raffle, and more. We couldn't have done it without you! Through donations and the 50/50 raffle, the show raised over \$700 for the Armed Forces Retirement Home.

Having missed 2024, this year's show was a great make-up for celebrating the show's 25th anniversary. Let's do it again next year!

EDITOR'S NOTE: We have more Car Show photos than we could ever include in an issue of *Valve Clatter*! To view the full photo gallery, please visit [2025 eV8 club show - Google Drive](#) (Ctrl + Click on link to view)



June 2025 Membership Meeting Show & Tell With Ice Cream Treat

This month we're combining two past program favorites into one big event!

Bring something interesting to show others. It doesn't have to be Ford related or even car related. I'm sure everyone has something at home that's an interesting trinket or can spark a good conversation. It's also fine to bring more than one item.

There will be an ice cream treat for attendees along with a few other snacks, so we hope to see you there.

Meeting Information

Date: Tuesday, June 10, 2025

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

Place: Green Acres Community Center, 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. To be included in the upcoming issue, ads need to be submitted by the 18th of each month. ****WANT AD GUIDELINES****: Ads expire after running six months. The expiration date (the issue in which the ad last runs) is listed at the end of each ad. Expiring ads may be extended another six months at the request of the ad submitter.

VEHICLES FOR SALE



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



1949 Mercury 2DR, V8 OD, 2-2S aluminum heads, dual exhaust and headers, 12 volt. 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.





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)



'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.



PARTS & ACCESSORIES WANTED

24 stud '39 - '48 NOS Fathead Block or a Pressure Tested Used Block. Running engine not necessary as long as there is no water in the oil. Call **Clift Hardin**, 703-408-3770 (8/25)



NVRG 2025 Events Calendar



June	
6-8	Ford Carlisle at Carlisle Fairgrounds —1000 Bryn Mawr Road, Carlisle. Visit Carlisle Ford Nationals Carlisle Events for more information. ((Use Ctrl+Click to follow link)
7	AACA Meet, Fredericksburg, VA —Visit hfraaca.org for more information (Use Ctrl+Click to follow link)
10	Membership Meeting —7:30 PM. Location: Green Acres Center. Program: Ice Cream Social Show and Tell. Presenter: Membership
15	50 Annual Sully Plantation Show —Visit George Washington Chapter Inc. - Sully for more information.
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.
August	
12	Membership Meeting—7:30 PM. Location: Green Acres Center. Program: Restoration Updates Part 2. Presenters: John Ryan and Rusty Rentsch
13	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.
September	
20	Edgar Rohr Show, Manassas, VA —Call 703-853-2235 for more information

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	john@ryanweb.com
Monthly Meeting Report	Dave Gunnarson	gunnarson@verizon.net
Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Nick Arrington	nta1153@verizon.net
Want Ads	Nick Arrington	nta1153@verizon.net
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