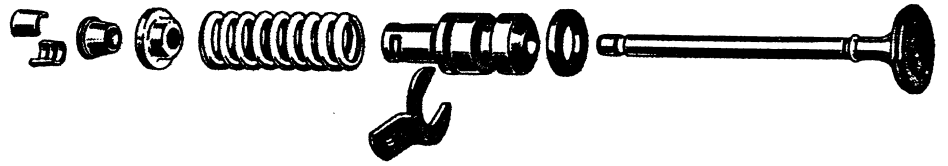




Valve Clatter



THE EARLY FORD V-8 CLUB OF AMERICA
Regional Group 96

www.nvrg.org

Volume XXXI, No. 7

July 2009

Jim LaBaugh Editor

2009 Sully Car Show



The annual Father's Day festivities at historic Sully Plantation saw a gathering of some 300 vintage vehicles of all shapes and sizes. Detroit iron at its finest was on display spanning the past century, with a seasoning of foreign grease and steel. The NVRG Ford Faithful gathered at the usual spot under the trees, just down from the ridge where our beloved Flathead Fords overlooked the show field. The overcast skies and gentle Virginia breeze made for a great day to mingle with friends and stroll throughout the plantation grounds, through the many, many rows of cars and vendors, as well as the historic house. *(continued on page 9)*



July 2009

It seems like the guys in the Model A club have a good thing going with Mother Nature. The weather during their annual show on Father's Day at Sully Plantation was made to order. And the show went off without a hitch. As we in the V8 Club know, there are many hours involved in the planning and execution of a car show, especially one the size they put on. Year after year they provide me and other Fathers in the area a great way to spend time with their families and friends, and for that I would like to thank them and also give two thumbs up for a job well done!

Does anyone else smell varnish and fresh paint? Rumor has it some of our Woodie guys are making some real progress on their projects. There is a light at the end of the tunnel that is starting to reflect in the head lights and on some fresh wood work. Read on for inspiration for your own project. And no, that light is not an oncoming train.

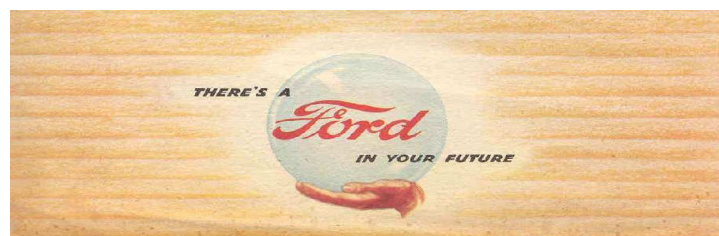
The date is set for our annual picnic. July 25 at Riverbend Park in Great Falls. We will have catered BBQ as always and look forward to some good V8 fellowship. We will circulate a signup sheet at the next meeting, or if you can't make the meeting, contact John Sweet to reserve your spot(s). More info in the following pages.



Our July membership meeting brings our friend **Bill Tindall** to town to tell us of his cross country adventure in his 1946 Ford Convertible. As some of you know, Bill is the President of the Early Ford V8 Foundation and should have some details of the progress of the Museum also.

Hope to see you there,

Eric Sumner



The Northern Virginia Regional Groups First Ever "Movie Night"

A Review by John Sweet

It was a pleasant late spring evening. June the 10th 1939. The lights in the concession lobby flicked on and off. The assembled crowd of excited movie patrons finished getting their popcorn, Crackerjack, and drinks and headed into the theater for the premier of the latest episode of the latest Republic Films serial (*available at BudsArtBooks.com*). As the lights dimmed and the projector flickered to life the crowd waited in rapt anticipation for the latest cliff-hanging pot-boiler episode of "Daredevils of the Red Circle. Would Gene, his two friends, and faithful dog Tuffie make it through the next sixteen minutes? Would the dreaded archfiend 39013, along with his henchmen, find a way to send the plucky and resourceful trio to their doom? Only 5 minutes into the picture, and the audience was already on the edge of their seats. Only time would tell . . .

Fast forward seven decades. The members of the Northern Virginia Regional group and several of their wives were treated to the same thrills and chills of movie goers of seventy years before. The film, provided by program chair John Sweet, was an interesting look into the late 1930's. The cars, the clothes and the humor all harkened back to a time when things were a bit more basic; the bad guys always wore hats, the good guys always found the clue and the cars, were, well, very cool.

John and Patty Girman added to the ambiance of the evening by providing what else? Popcorn, Crackerjack, soda and candy! So with fanfare and munching of popcorn, episode "3," The Executioner began.

Since serials were designed as teasers to bring patrons back on a weekly basis to catch the next thrilling episode, each one started with an introduction of the dramatis personae, a brief synopsis of the previous week's cliff hanger, and then a miraculous save or rescue. Car chases are a standard, and per Chad Coombs, our three hero's tooled around in a 1934 or 1935 Cadillac 4-door Convertible. It had a dent in the left front fender, but was still a good looking late model car for 1939. In another episode, the trio's faithful dog "Tuffie" was dog napped with Gene (played by Charles Quigley) and Blanche (played by a very young and beautiful Carole Landis) go to the rescue chasing after the bad guys '35 Ford panel delivery in an spiffy 1938 Oldsmobile convertible! (And yes, Gene and Blanche saved Tuffie from a horrible fate.)

Despite the contrived plot, the ham handed fist-a-cuffs that ensued with almost every episodes, the overly dramatic discovery of lethal gas canisters marked as "Lethal Gas,"

death rays and other stuff, V-8'ers and their wives had a rollicking good time. Of course there was a bit of incredulity of just how 39-0-13 was able to a): lock Granville up and take his place b): engineer secret passages all over Granville's house without anyone knowing, c): plus build that prison cell in Granville's basement, or d): get all those henchmen? (Yes, it was the Depression and jobs were tough - but who wants a job as a henchmen when you know your going to get beat up, or have your trousers ripped by a dog!?) Despite these questions and other such tom-foolery, everyone loved the evening, loved the popcorn and crackerjacks, loved the film, and had a great time.

As for our hero's, we left them at episode 6, with "Thirty seconds to Live." As the last flicker of the film faded out we were all asking ourselves; will our hero's be able to dash the next dastardly plot of 39-013? Can Granville escape his underground prison and live to tell about it, Might Snowflake able to serve lunch without tossing it to the floor? Is Blanche going to fall in love with our hero Gene? And most important, what other vintage Ford's might the silver screen reveal? To answer all those questions and more, you'll just need to join us for the next Northern Virginia Regional Group Movie night!



THE ROOF COMES OFF

by Ken Burns

This is the second installment in a four part series. You're probably asking yourself "What's he talking about? What ever happened to the first installment?" Well, it was a long, long time ago.



As most of you know, I bought a new wood body from Cincinnati Woodworks for my second '41 Woodie and back in the summer of 2005 I wrote an article for the Valve Clatter about setting the roof assembly up on body for its initial trial fit. I had the help of several club members and things went smoothly. There was some major trimming to do but the roof was up in position and I could work from there. My strategy was to fit and assemble the entire body and then disassemble everything for varnish and paint. Along the way I ran into several "problem solving" exercises; some of my own doing and some directly attributable to issues created by Cincinnati Woodworks. When I say assemble the entire body, I mean assemble everything including installing all the hinges, door latches, windows and riser assemblies and drilling every hole. I wanted to make sure everything would open, close and latch properly. About halfway through this process I decided I needed to "refresh" my original Woodie for our 2007 Eastern National Meet. That kind of distracted me from working on the second Woodie for awhile.



When I finally got back to work on Woodie II, I continued on with the fitting and assembly process, sandblasting all the various metal brackets and pieces as I went. I made repairs to door latches and window risers. I removed umpteen coats of varnish from various stainless steel pieces. I took a lot of digital pictures of things as I went. Some were as memory aides and others were to document how "Henry built it." For example, the front door weather stripping on a '41 Woodie is actually on the cowl and front door filler piece. It is not attached to the door as it is on the '40 Woodie. Also when I took the hinges off the rear doors I found that the area of the hinge under the weather stripping was in primer and not in body color. This makes sense if you think about it. The wood bodies were assembled at Iron Mountain and then shipped to the various assembly plants around the country. Just think of trying to coordinate getting the right color sprayed on the cowl and hinges at Iron Mountain with the vehicle assembly done in another plant back in the days before computers.



Finally, I had everything assembled and fitted to my satisfaction. I decided that rather than disassemble the entire wood body at once, I'd only disassemble a section at a time and varnish as I went. That way by the time I got to the roof assembly I'd have everything varnished and ready to go back on the car once I painted the cowl, floors and rear inner fender wells. I wanted to keep my varnish area as dust free as possible so I hauled each piece down into my basement workshop for final sanding, took it up to the garage for varnish, let it dry overnight and then hauled it back downstairs to steel wool between varnish coats. I took the plywood panels out of the rear doors, quarter panels and tailgate so that I didn't varnish over all the screws that hold the panels in place. I put at least 5 coats of varnish on the inside and at least 6 on the outside. I could varnish both sides of some things during the same application but many pieces required each side be done on a different day. I don't even want to contemplate how many trips down and up the basement stairs I made but Helen accuses me of trying to wear out the door hinges. (continued on page 5)

THE ROOF COMES OFF *(continued)*



In early June I had everything removed from the car and varnished, had all the body work done on the cowl, floors and inner fenders and had them ready for final block sanding and color. It was finally time to get the roof off and varnished, finish the block sanding and spray some color. I sent out a short fuse plea for help on the listserv and got a great response. Cliff Green, Bill Selley, John Ryan and Patrick O'Neill came by to help. Patrick even brought along his daughter and niece to enjoy the festivities. In no time at all, the roof was off and resting on saw horses. I completed the last detail sanding, vacuumed everything off, used compressed air to blow any dust out of all the seams and joints and then waited a day before vacuuming one last time. Next came the tack rag and the first coat of varnish was sprayed on after being reduced about 25%. I'll let the varnish dry at least 24 hours before scuffing it with steel wool or Scotch-Brite. Then I'll repeat the vacuum, compressed air, wait a day to vacuum again, tack rag and spray varnish cycle 4 or 5 more times. After that it's block sanding and paint for the cowl and floors. My aim is to have everything ready to reassemble no later than mid-August.



At the start of this piece I mention that there would be four installments. Well, what's next you ask? For installment three I'm gonna need some help putting the roof back up on the body and then installment four will detail installing the vinyl roof material. These steps will probably be done on two separate days. Just think, if you missed the fun on either of the previous two occasions you still have two more opportunities. Stay tuned for more.

Tech Tip - Cad Plating for My '35 Cabriolet Project - by Hank Dubois

Many months ago, Dave Gunnarson asked me if I needed to have any parts cad plated for my restoration project. He had located a shop in Ohio that does cad plating at a reasonable price on a per batch basis and was looking for someone to go in with him on a batch. I hadn't really thought about cad plating yet, but this seemed like the right time to find out just what needed to be cad plated for my '35 Cabriolet. Dave described to me some of the parts that he was going to have plated for his '35 Truck and the research he had done to identify each and every part. He also shared with me some of the Ford archive data he had acquired on cad plated parts which also included some information pertaining to '36 passenger cars (also applicable to '35). I told Dave I was interested and that I would do some more research and round up my parts. Then I got involved in other aspects of my restoration and put the cad plating project aside. Luckily, Dave had also put the project on hold, but when he announced to me in April that he was going to Ohio in a couple of weeks with his parts, it lit a fire under me.

I dug out my '35/'36 Restoration Book and went through it page by page to identify the cad plated parts I needed. I discovered that the book does not cover every cad plated part but does seem to cover just about all the parts that are visible when the car is fully assembled. I made a list and dug out the parts - no small feat considering how many boxes, plastic bags, etc. of '35 Ford parts I have stored in my garage. I cleaned as many parts as I could down to bare metal (to avoid an extra cleaning charge by the plater) and brought them to Dave on the evening before the day he was scheduled to leave for Ohio. I had 230 individual pieces consisting of bolts, nuts, washers, screws, brackets, mechanical brake wedges, throttle and accelerator pump rods, gear shift caps, fuel pump tops, and light switch bail. *(continued on page 6)*



Tech Tip *(continued)*

Dave came up with a novel way to document our respective parts so that we would be able to identify them when we got “the batch” back from the plater. He took a poster size sheet of paper and laid out his parts on one half and my parts on the other half by lot no. according to our lists (i.e. Lot 6 - 6 water pump bolts and 6 lock washers). He drew a line around each lot and took some digital pictures of the whole thing. That night I thought of some more parts that I wanted plated so early next morning I frantically cleaned them and delivered them to Dave just before he had to leave for the airport. I was now up to 28 lots with 253 individual pieces. He packed all of these along with his parts into one flat box that he managed to squeeze into his suitcase. I think Dave had fewer pieces than I did but a lot of his were truck-sized and they sure dwarfed my car-size pieces!

A couple of weeks later, Dave called me from Ohio to say that he had just picked up the parts from the plater and they looked great. After he got home, we sorted out “the batch” using our lists and the digital pictures that he had taken. Thank goodness for the pictures! It still took a couple of hours but I think we’d still be trying to determine which parts belonged to whom if we hadn’t had them!

With only one real exception, the parts turned out very well with a uniform, buttery-like, soft cad finish. The exception was a fuel pump cover which the plater redid at no charge. All in all, I am very pleased with the parts I had plated and I am looking forward to using them on my restoration project. I am indebted to Dave for all he went through to include me in this cad plating project. Thanks Dave, you’re a real V-8 friend!

S7 Cadmium Plating - *Dave Gunnarson*

Those of you familiar with Ford's parts books may recognize the suffix attached to most hardware part numbers indicates correct the finish. One finish code is S7 which indicates cadmium. Many years ago, before the realization of it's negative environmental consequences, cadmium was an inexpensive metal used to coat parts subject to corrosion and wear. Cadmium plated parts have a soft silver color which can be worn off rather easily. The attempt to restore my '35 truck back to it's original condition led me to find out more about cadmium plating since some rather visible parts such as the wheel nuts, wheel locking rings and many other visible chassis parts were originally cadmium plated. In my travels to Akron, I found a old-time, but fully modern plating facility which specializes in restoration finishes including the original silver-colored cadmium. They also provide yellow cadmium plating which is a more modern process and not

appropriate for an early Ford V8. The shop charges the same fee for one nut or a bucket full of parts. I decided that this was going to be a one-time shot, so I read through the parts books and tried to identify all of the instances of S7 after the part numbers. This worked well for most of the hardware, but other items with unique part numbers such as the spare tire carrier bolts, were unique part numbers and did not show the finish. Only by looking at some original photos and looking at drawings at the Ford Archives in Dearborn, was I able to complete the list of parts needing cadmium plating.

I assembled about 200 individual parts and Hank DuBois joined the effort with about the same number. Hank and I cleaned these parts to the best of our ability with a wire bush or sand blaster. I loaded the collection into a box and got them on the plane for the trip to Akron. The TSA screeners shook their heads a bit over my 43 pound box of old nuts and bolts, but let it pass through.

The plating shop did a fantastic job of handling all of the parts, and not one was lost. They counted every last nut and washer, 446 in all. They even did some extra cleaning of some of the parts and took time to make sure each part would be done correctly. Most were placed in a barrel and done as a group while some of the larger parts were individually plated.

I returned to the plating shop on my next trip to Akron two weeks later and the parts were all done and looked fantastic. Only one part was returned because the plating didn't take and they did it in two days. They had to sand blast it three times to get the old finish off and didn't charge anything extra. Other than lugging the parts through the airport it was a fun job. The folks at the plating shop were very friendly and accommodating. The shop is Beringer Plating, 1211 Devalera Street, Akron, OH 44310-2488, 330-633-8409 and their web page is www.beringerplatinginc.com.



Willow Grove

By Dave Gunnarson

Last month, as part of my on-going work to clean up the Akron Airdock in Akron, Ohio, I drove to Bellevue, Michigan to conduct an environmental audit of a waste disposal facility. Some of the PCB waste that is part of the Airdock will end up in a landfill in Bellevue and my assignment for the day was to make sure the company operating the landfill was good a good job. I decided to drive out from Akron on one of my trips and was provided directions by the landfill on how to get there. Just to make myself comfortable, I went on-line to get a map of the area. When the map displayed on my screen, I noted that there was an airport just north of the landfill and it was marked Willow Grove. I wondered if this was the same airport that Henry Ford built and made the B-29 bombers during the war. Sure enough, a little bit a research confirmed my suspicion. I decided to leave Akron a bit early so as to have time to scout the airport area a bit.



When I arrived at the airport, it looked rather neglected and there was no B-29 memorial or any other indication of Ford so I continued on to my appointment at the landfill. As part of the investigation, I was required to delve back into the history of the land and prior owners of the landfill. Before I was able to do this, my host offered a tour of the landfill and off we drove. The landfill is the highest point of ground for miles and my host said that every year the landfill shuts down for a day so all the employees can take a folding chair to the top of the landfill and watch the airshow at Willow Grove. Apparently the airport isn't too happy about this as the landfill has the best seats in the house and the airport can't charge them any admission fee either! Once back at the office, I learned that the landfill was originally started by Henry Ford as a place to deposit

his manufacturing waste. He did such a good job designing and operating the landfill for Ford, that it was eventually spun off to a private owner and has remains open as a viable business today. As I left, I wondered if somewhere deep in one of the old landfill cells, heaps of obsolete Ford parts, all NOS of course, remain hidden and in safe keeping? Maybe some day someone in the future will dig up the landfill and discover all those NOS treasures the factory no longer needed! One can dream, but the reality is good old Henry never tossed out something useful, so it probably all just junk - or maybe not. I'm amazed at how my work and hobby can intersect when least expected.

V8 Email

Here is my progress report. I believe I can see a tiny light at the end of the tunnel *Bill Simons*



Ladies Ford News

The influence of women on the design of automobiles has been ongoing for more than a century, as noted in Dorothy Dignam's column in the February 1938 issue of Ford News. In her column she commented on and quoted from a 1900 article in *The Womens' Home Companion* as follows:

"The automobile gains in popularity with women just in proportion to the degree of attention bestowed upon it. With the advent of the feminine automobilist in considerable numbers, the manufacturers have begun to devote more attention to designing vehicles."

And how true this this has been, we've all lie to see. Because women's interest in motoring certainly influenced, first, the adjustable top on cars and then the closed body... the electric starter... the electric lamps... the left-hand drive... the carpeted, upholstered and heated interior. And right down to date... the adjustable driver's seat, the left-hand brake, the starter-button in the instrument panel...and the easier steering in the For V-8s.

"And don't forget vanity mirrors," the editor reminds me. "Never saw one of those things on a racing car!"



(Photo lower left from Margot Sherman's column in the August 1941 Ford News)

WANTED

1936, 21 stud engine: Does anyone have or know of an engine I could purchase for a 1936 Ford car? I'm looking for a 21 stud block at least in good condition that can take aluminum heads and intake. Can be babbit or bearing. It would need to have or be able to take a 1936 vented oil pan. Rob Doudrick

Generator for '40 Ford car. Front shocks for '32 car.

Working condition preferred. Please call Mark Luposello at 703-399-0999.

Crimping tool: have been unable to locate a crimping tool that will accommodate the "bullet" ends for the wiring used on most EFV8s. Does anyone know of a source for such a tool? Thanks. Jason Javaras

FOR SALE

2 1/2 Ton Floor Jack, \$35; 2 Heavy Duty Jack Stands, \$10 pr.; Large Grease Gun, \$5, Small Grease Gun, \$5; 2 Oil Suction Guns, \$5 ea. All in excellent condition. Hank Amster 703-753-9575, or hankbea@comcast.net.

V8 EMAIL

I thought you might enjoy this old photo, taken in the Great Depression, I believe in either Oklahoma or Colorado in the late 1930s. The scene is of a small town in those austere and economically depressed times. By chance, I have an old full-size Marathon sign, similar to the one in the photo. Marathon is still around, an Ohio-based company. There are two Fords apparently at the corner, a '35 or '36 sedan in clear view, a '37 partially obscured. The gas pumps are really old, the type used in the 1920s, though apparently still functional. The photo was taken just after a rain storm, a welcome event in those parts during the era of the Dust Bowl. *Von Hardesty*





V8 Mail

This photograph has been hidden away in my files for years. It was taken many years ago at an early gathering of the then members of the NVRG. On the extreme right is Ed Lawrence, who dragged Evelyn and I to this meeting. Ed's wife Lynn, sit in front of him and Evelyn sits next to her. I took the picture.

The only member I recognize is Hank Amster, although there are no doubt several others there who others would recognize, I have not idea or the date or location of the photo. *Chad Coombs*

Welcome!

Van Ramey, Sr. Oakton, VA

Sully 2009 – (from page 1)

The George Washington Chapter of the Model A Ford Club of America had plenty of Fleas for scratching at the Flea Market and serious horsepower in the car corral. When you see one of them out and about on the highways and byways of the D.C. area, please be sure to let them know how much we all appreciate this annual event.



Eastern National V 8 Meet, Windsor, CT

By Cliff Green



In the Lobby

I registered within two weeks of the event and my number was 206. I don't think that they received many more after that. I decided to go since I was the Eastern Rep Deputy National Judge and **Dave Westrate** would be driving up and have a room to share. The Marriott airport hotel was the meet headquarters and was apparently so as a '34 station wagon was prominent in the lobby and a big banner over the registration desk advertised such.



Maury, Dave, Cindy, Cliff, Bill

Members attending were myself, **Dave Westrate**, **Maury Roesch**, **Bill & Liz Simons**, **Steve & Diane Groves**, and **Bob King** from NH. **Hank & Cindy DuBois** passed through Friday on their way to VT. Maury was awarded his first Dearborn for his '40 Convertible, Dave another Emeritus award, and Bob another Rouge.

The welcome party was held at the hotel serving pizza and salad and homemade ice cream. The entertainment consisted of a trio of women dressed in the '40 singing popular songs.



Maury Roesch

Concourse day started judging at 8:30 because of the treat of rain in the early afternoon. 51 cars were point judged. I was appointed Deputy Judge of the Mercury division because no one else volunteered. Fortunately there were only two Mercs to be judged and I was able to get a quick introduction to the '50's cars with Gary Wilmer (Nat'l Capital RG) by inspecting his '50 Mercury sedan! Bill, Dave and Steve also judged. A '46 Ford sedan delivery was skipped being judged and I assembled an experienced team to look it over. I learned that there was a deluxe delivery and a super deluxe delivery the deluxe did not have covered springs!!



'38 Deluxe and '39 Standard

A total of about 120 cars made up the field. I thought the most interesting was a red 1950 F-1 Ranger truck with Marmon-Harrington 4X4 drive that was Ford's answer to the Chevy Carryall Suburban like a panel truck with windows and two rows of seats. The body modification was done by Seibert. The owner brought a matching red 1950 F-1 pickup with M-H. It is interesting going to over areas for National Meets since one will see cars that are new and different. The judging ended just as it started to sprinkle. The field was released about noon. *(continued on page 11)*



1935 Dump Truck

After the Concourse, Dave, Bill, Maury and I was to visit the NE Aviation Museum at Bradley Field, about 7 miles away. It was a most interesting afternoon. That night was a meal of hoogie sandwiches, potato salad, slaw and chips. The band was terrific, evidenced by the dance floor being full all the time. Dave and I left early Saturday morning not staying for the banquet.



They had a nice touch by having a hospitality room off the lobby that served coffee and breakfast rolls and bagels. Also, the judges breakfast was a wonderful buffet. The Meet lacked a driving tour for the cars; there would have been plenty of beautiful back country roads to explore. Also, all the events were held in the same room. All and all, the Conn RG did a good job in running the meet. They seem to have one every seven years!!



July Program - Tuesday, July 14, 7:00 PM

Hi V-8'rs! Our July program is our very own **Bill Tindall** who will regale us with his tale of "Crossing the States in our Trusty V-8's" In the summer of 2007 several V-8ers decided to drive cross country to raise awareness of the Early Ford V-8 Foundation's new Museum in Auburn IN as well as to prove they could do it and to have some fun. Bill, a member of the NVRG, went on that trip in his 1946 Ford Convertible and will tell us what he and the other members of the caravan did to prepare and drive their old Fords so they could make a 5,000 mile journey across America and back with ease.

The original idea was to start at the Eastern National Meet in Fairfax VA and take six days to drive to the Western National Meet in Temecula CA. However, as it worked out, they started in Ohio and drove across nine states, a caravan of six old fords averaging 350 miles per day. The return trip was a little longer as the cars traveled north and its drivers experienced the thrill of seeing the Grand Canyon.

The lessons learned from this experience were; there is value in teamwork, you are never to old to be with friends on an exciting adventure, these cars are tougher than you think, and it is very therapeutic to enjoy America when you slow down to 55, look at it through the split windshield of an old Ford, and cross its deserts, plains, and mountains without air conditioning. So be sure to make the time to come out on Tuesday, July 14th and join us for this great V-8 tale! See you there!



Saturday, JULY 25th - NVRG Club Picnic



Location: Picnic Shelter. Riverbend Park, Fairfax County, Virginia

<http://www.fairfaxcounty.gov/parks/picnics/gfallsnics-riverbend.htm>

Time: 11:00 am to 5:00 pm Food at 2:00 pm

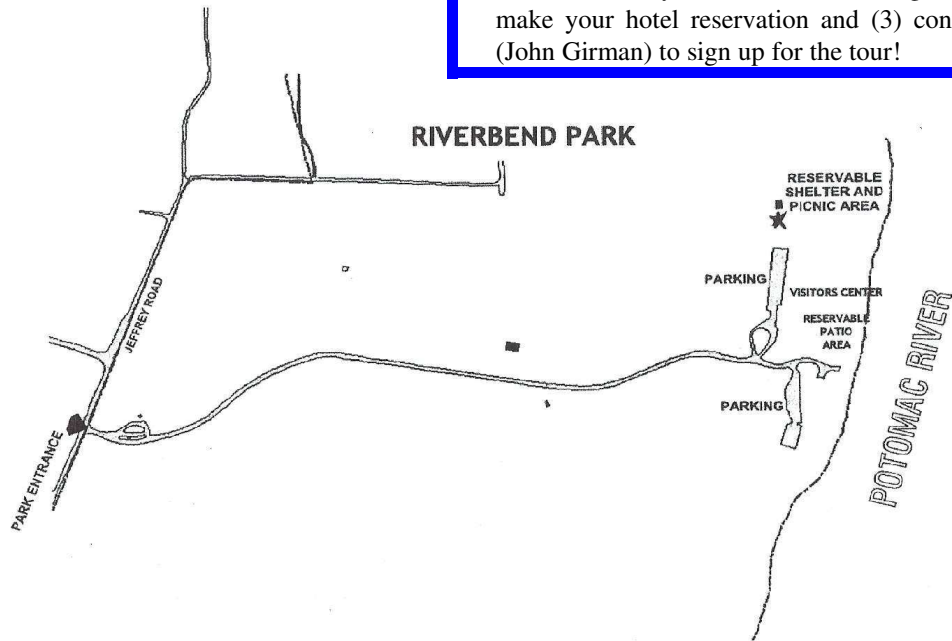
Please bring your own beverages and a desert to share.

Cost: \$5.00 per Adult, kids free

Sign up at the July meeting, otherwise let John Sweet know you are coming.

Directions:

Riverbend Park may be reached by taking Beltway Exit 44 which is Georgetown Pike west to a right on Riverbend Road. From Riverbend Road turn right on Jeffery Road and follow for approximately 1 mile to the park entrance.



Summertime is Drive-in Movie Time!

We'll depart the Fair Oaks parking lot at 2:30 pm on **Saturday, August 8.**

Dinner at the **New Town Tavern**, Stephens City, VA about **5:30 pm.**

Movie at the **Family Drive-in**, Stephens City about **8:00 pm.** Cost \$7.50 adults. Speakers are available but bring an FM radio or boom box for better sound. Bring lawn chairs because it's often hot. But also bring blankets and a light sweater or jacket because it can be surprisingly cool in the evening.

For those who wish: **overnight stay** at the **Holiday Inn** nearby. You will need to make a reservation at 540-869-0909 for the **Ford V8 Car Club** for \$75.00 + tax (mostly two double beds in each room, non-smoking). Please make the reservation early as they will only hold the rooms until July 31.

To reserve a spot on this tour and for any further information, contact **John Girman (703-242-1459 or jrgplg@aol.com)**. This is especially important for the restaurant or if rain forces postponement. Our rain date is the next Saturday, August 15.

So, (1) mark your calendar for August 8, (2) make your hotel reservation and (3) contact me (John Girman) to sign up for the tour!



NVRG Calendar



July

14	Membership Meeting - 7:00 pm - Nottaway Park - Program: Crossing the States in our Trusty V8s Speaker: Jim Tindall - details on page 11 Refreshments: Frankie Martin
25	NVRG Picnic – Riverbend Park – details on page 12
28	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library Valve Clatter Deadline – send items to Jim LaBaugh (jlabaugh@verizon.net)

August

8	NVRG Annual Drive-In Movie tour, Stephens City, VA - Rain date August 15 – photo showing venue below - details on page 12
11	Membership Meeting - 7:00 pm - Nottaway Park - Program: To be determined Refreshments: David Blum
25	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library Valve Clatter Deadline – send items to Jim LaBaugh (jlabaugh@verizon.net)
28	Central National Meet, Auburn, Indiana, August 28 to September 1

September

8	Membership Meeting - 7:00 pm - Nottaway Park - Program: Automotive Archaeology - The American Junkyard Refreshments: Dave Gunnarson
29	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library Valve Clatter Deadline – send items to Jim LaBaugh (jlabaugh@verizon.net)

Down the Road

September tour - Details to follow in the August Valve Clatter

Hershey in October!

Lebkicker Tour – October 24





Board of directors
Northern Virginia Regional Group



President: **Eric Sumner** 703-860-1916

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Refreshments:	Greg Mensinger	703-893-5644	At Large:	Hank Dubois	703-476-6919
Past President:	Dave Gunnarson	703-425-7708	Web master:	helenandken@verizon.net	

July program: **Crossing the States**

Mark your calendar!
The July Meeting is on
Tuesday July 14
at 7:00 pm in the historic Hunter
House, located adjacent to the tennis
courts, Nottoway Park, Court House
Road, Vienna, VA



In our Trusty V-8s



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