



Northern Virginia Regional Group



# Valve Clatter



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

[www.nvrg.org](http://www.nvrg.org)

Volume XXXII, No. 6

June 2010

Ken Burns Editor

## FAIRFAX 2010!

Reported by Jim LaBaugh



(L) Leo Cummings' 50 Merc Monterey & (R) Bob Belsley's 50 Tudor



Registration - L-R: Patty Girman, Hank & Cindy Dubois, and Jim LaBaugh

Fair skies, fair winds, and blue-sky fair weather greeted the Ford Faithful who assembled bright and early at Fairfax City Hall grounds for the annual NVRG Fairfax Antique Auto Show. Under the expert direction of Dave Westrate, club members set up registration, organized parking, and ranged far and wide to place signs to guide the grease and steel of yesteryear to the meet grounds. The usual compliment of Model T's and A's were arranged along the circular drive that graces the front of City Hall. The remaining assemblage of flathead Fords, as well as '50s T-Birds, '60s and later vintage Mustangs, Lincolns, and Galaxies, were sprinkled along Armstrong Street and overflow parking in the adjacent lot. Joining all of the Ford Iron were Packards, MGs, Corvettes, Pontiacs, Chargers, Chevys, Camaros, a Corvair, AMC AMX, as well as a couple of classic Jaguars, a Porsche, an '81 Lotus Essex Esprit, and a

Ferrari. Total number of cars registered was 111. The Knights of Columbus had their usual tasty selection of the four basic food groups - coffee, donuts, hot dogs, and soft drinks, while the bluegrass band on the steps of City Hall serenaded one and all. In the background was the familiar jingle emanating from the Good Humor truck, constantly surrounded by parents and kids. The Fairfax Fire Department contributed its educational trailer about fire and fire safety to the proceedings.

Throughout the day, 300 plus members of the public strolled through the venue admiring the wonderful variety on display. A motorcycle group - the Buffalo Soldiers passing by into the heart of the City turned around on University after seeing the cars and the crowds, and joined the rest of the visitors marveling at the ingenuity of automotive manufacture around City Hall. Continued on Page 3

## *Up Front with the President*



### *June 2010*

Once again the stars aligned for our annual car show and we were treated to some of the best weather of the season. The number of cars attending was well over one hundred and the field was full of variety. Many of the car owners have become regulars but there are always new additions each year. I spoke to several owners who chose to come to our show instead of a popular hot rod show simply because they have so much fun at our event every year. I also heard there was a couple who had been coming to our show year after year without a car and decided to purchase an antique car of their own to really take part in the fun. It speaks to all the hard work put in by all the members who helped out to make it another successful event. I would like to thank all who participated and took on the various jobs to keep this show rolling. A special Kudos again to Dave Westrate who year after year heads up this event and makes it all run like a finely tuned Flathead V8!

Our next big club event brings us to the historic Sully plantation for the annual car show and swap meet held on Father's day June 20<sup>th</sup>. Put on by our Ford brethren, the George Washington Chapter of the Model A Club, it's one not to miss. This is one of my favorite events of the year. What could be better for Dad than a day spent at a great car show with family and friends? Plan on a relaxing day surrounded by over 400 cars, great music, and good food. Look for club members in the shade of the trees across from the Woodie Wagons. Bring a blanket or chairs and any picnic supplies you desire and join us.

John Sweet has a new idea for our June membership meeting. We will have a more informal gathering this month by having an art show and ice cream social. Please plan on bringing your friends and family for ice cream and fellowship. Also bring in some of your favorite Ford themed art work from your own collection to put on display for the evening. Should be loads of fun.

Lastly, I want to welcome back Lloyd Emery and Bill Paris who have recently rejoined the NVRG.

Hope to see you there,

*Eric Sumner*



(L) John Girman's '53 Victoria - (R) Art Zimmerli's '36 Roadster

Just after mid-day, the Model T group assembled a Model T from parts in just under 15 minutes - always a crowd pleaser and draw for the show. Many in attendance marvel that the collection of parts lying about by the trophy tent can spring to life and drive down the road in such a short time. Consequently, at trophy award time, the street was clear for all of the participants to congregate and celebrate the passing out of the many awards make possible by show sponsors.

Thanks again to Dave Westrate and all of the club members who worked to make this another successful event.



L-R: Jane Helms, Sandra Green, Bill Simons, and Art Zimmerli

## WHADDA GREAT DAY!

*By Clem Clement*

The day broke early with a nice morning chill in the air and no clouds or much humidity. I was the second old car to the Fairfax City Hall arriving soon after the red '57 Chevy parked. The property was well mowed, spotless and fresh after Friday night's thunderstorm. Soon Dave Westrate arrived, well organized as usual, with the street signs all sorted in groups with diagrams as to where they were to be placed. I took my 5 and set about putting them out. I

enjoy this task. I set them and then drive all the routes that a show car might use to see the signs. Golly, four Packards, 12 Model A's and so many other fine rides. The day seemed to fly by talking to visitors and friends. Did I mention the commotion that occurred around the chow tent early when they announced there were unclaimed donuts available??? Donut and a coffee for a buck. Thanks. I'm off of caffeine for 90 days now since my episode, so I had a donut and water. Good but ain't the same as a hot coffee with the rolly-polly.



(L) Bill Simons' '34 Roadster - (R) Eric Sumner's 1946 Tudor

## THANKS FROM OUR CHAIRPERSON

I just wanted to thank all of you for a wonderful day at the Fairfax Car Show. Everything went smoothly and the weather was spectacular. Special thanks to all who brought their cars, worked on tasks like registration, parking, signs, trophies, 50/50 and all the other big and little things that go into an event like this. This was a nice kickoff to the car season. Thanks again!!

*/s/Dave Westrate*



L-R: Eric Sumner, Dave Gunnarson, and Roy Judy sell 50/50 tickets

## TECH TIP

*Getting your V-8 ready for a National Meet can be quite a challenge for first-time attendees. The following article, written by long-time NVRG member Tommy Lumpkin after attending the 1973 Grand National Meet in Dearborn, provides some outstanding advice for those who are preparing their V-8s for the Concours at the Eastern National Meet in Charlotte this month. It's amazing how prescient and accurate Tommy's words were. The article originally appeared in the Mar/Apr 1974 issue of the V-8 TIMES. Editor*



Tommy and his '36 Roadster as they appeared on the cover of Sept/Oct 1973 V-8 TIMES

### Long Road to Dearborn

By Tommy Lumpkin

I have received so many letters and phone calls from all over the country since my return from Dearborn, that I'd like to take this opportunity to answer some of the inquiries.

I remember thinking, as we left our home in Silver Spring, Maryland, that I would be happy just to win anything in my class at the Grand National Meet. Exceeding my greatest expectations, it turned into the most memorable and rewarding trip ever, when my '36 Roadster received First in the '35-'36 Open Car Class, and then took the Doug Boyle Memorial Trophy, and finally the Best of Show Award. It is difficult to express my feelings the night of August 11, at the Awards Banquet. I was appreciative, happy, and thankful all at once. Moreover, I felt great concern for those who had not received an award, since my experiences with previous restorations had left me in their position far more often than the one I found my self in now.

The long road to Dearborn and my associations with the early V-8 began in Washington, D.C. in 1944

at the age of 15 with the purchase of a 1935 five-window coupe. During the years that followed, I owned several early V-8s, all closed car models. I would have much preferred an open car, but for me, it seemed they were as hard to come by as they are now. Through the years, when meeting someone I had grown up with, it seems the most remembered and popular boys in our City had owned an open early V-8. I haven't seen some of these people in 25 years, but I can still remember their names because of their beautiful open V-8 Fords. As these cars became "obsolete," it seemed my teenage dream of driving past my high school alma mater in a V-8 Roadster would never be.

On December 23, 1964, at a Christmas party, the host took me to his garage to see his '32 Ford Roadster. This trip to that garage started an obsession that has lasted nine years to date. Through the party's host, on the next day, I bought a '34 Ford Roadster and drove it home. At that time, I knew nothing of antique car clubs or how to restore a car. I was going to restore it to "suit myself." The color would be a sky blue with a black top. (These incorrect features are one of my main reasons for writing this article.) My friend, already deeply involved in restoring a car, finally talked me out of the blue. I painted it Cordoba Gray and used a tan top material, but there were still many other "errors." It took me about seven months to make it presentable, including paint, upholstery, etc. When my old high school opened in the fall of 1965, I drove past it several times, then parked out front. Not knowing any of the students or teachers, I suppose they thought I had lost my faculties as I sat there reminiscing, fulfilling a teenage dream 20 years too late.

I was very pleased with my '34 Roadster until I started attending antique car meets and talking to other V-8 owners. In a nice way, they criticized my Roadster, my 1935 wheels, 59AB engine, etc. I spent the next three years replacing items I should never have installed in the first place. Because of this, I decided, not long after attending my first meet, to restore *one* car properly, using *only* items correct for the car. This restoration would *not* be "to suit myself" but rather to suit "Henry."

I think any early V-8 enthusiast, after spending some time in the hobby, will agree there is only *one* way to restore a V-8 and that is just as it was originally, or as near to it as physically possible.

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The '36 Roadster always seemed to have a magic appeal to me and I long believed this was the nicest looking of all the V-8's, therefore, this should be my best attempt at restoration. As most of you know, this is a much sought-after and hard-to-find car, as it had been during the Forties in Washington, D.C. There were only four in the District of Columbia then, and I am almost sure of this because I was as conscious of Roadsters than as I am now. After several years of trying to buy a '36 Roadster unsuccessfully, I heard about a Roadster body and some parts for sale in Delaware. After a few phone calls in September 1968, I brought home a '36 Roadster body, doors, top irons, windshield frame, front seat, and some other miscellaneous parts in the back of a pick-up truck. None of my neighbors or V-8 friends were very impressed with the humble beginnings of my '36 Roadster. It was not until after five years of purchasing parts, sandblasting, painting, and researching that I was able to show a complete, late, 1936 Roadster. (My '36 was the first and only car I have ever painted. The color, light-fast maroon, was supplied by Judd Irish of Chappaqua, New York.) During the restoration, I bought two '36 coupes. One for parts, the other was a very original car and had never been apart. That car was very important to me in assembling my Roadster since it took the guesswork out of positioning grommets, metal clips, nuts, bolts, etc. I also had at my disposal for reference during the assembly, a very original '36 Roadster owned by my friend, Dee Zook.

I believe that the most important factor in restoring an early V-8 is research. I don't consider myself an authority on V-8 authenticity, but I have become very knowledgeable about the '36 Roadster. The early '36 and late '36 had many different features. There are records in the Ford Archives to confirm cutoff dates for early features on new '36's. It is my opinion to mix these features would be like installing '35 or '37 parts on a '36. I don't know for sure, but I feel these same conditions existed in other years, and no matter how beautiful a car is or how good the workmanship may be, the owner of a beautiful car with incorrect details should never expect to win over a less attractive car with correct items in the right places – especially among V-8 purist competitors.

In the spring of 1936, in order to promote sales, five new colors were introduced: light fast maroon,

desert sand, armory green, bambalina blue and bright vineyard green. Obviously, any '36 painted one of these colors should have "late" features. Late '36's were also painted the original early colors. However, about mid-year, some late '36's were built with a few early features. By the frame and body numbers, the restorer should be able to establish whether the car is an early or late production. If items related only to early or late '36's respectively, are used, many heartaches at V-8 meets will be avoided.

I showed my Roadster the first time at the AACA 1973 Spring Meet in York, Pennsylvania, and received a First Place Award. I spent the next two months getting my '36 ready for the Grand National. Still, I found myself in a pouring rainstorm on the morning of the meet installing a NOS fuel pump. Then, there was the two-mile trip to the concours. After many years, the long road to Dearborn had ended.

In answer to Dan Lutz's letter to the editor in Vol. 10, No.6, of the V-8 Times, the painted stripes in my Roadster bumpers are BLACK and have *always* been black. In addition, the lithographic process used in printing the cover picture makes the red pin stripe appear wider than it actually is.



Tommy still has the '36 and it looks as great today as it did back in 1973. In response to questions, I have prepared the following guideline based on my own research and observations of the 1936 Roadster.

*(In the days before National began producing their outstanding restoration guides, it was nearly impossible to find comprehensive information in one place like Tommy assembled in 1974 in the following chart. Editor)*

Continued on Next Page

## COMPARING EARLY AND LATE 1936 FEATURES

Feature	Early	Late
Dash .....	Gray .....	Woodgrained Walnut
Guages .....	Silver with red gradations ...	Brown
Dash Knobs .....	Gray .....	Tenite Light Brown
Shift Knob .....	Gray .....	Brown
Steering Wheel .....	Gray .....	Brown
Steering Column .....	Gray .....	Brown
Gear Shift.....	Satin Finish .....	Brown
Emergency Brake.....	Satin and Chrome .....	Brown with Nickel Button
Inside R.V. Mirror .....	Similar to 1935's.....	Brown, Oval like '37's
Outside R.V. Mirror .....	Straight Arm like 1935's .....	Curved Arm like 1937's
Outside Door Handles ..	Straight like '35's .....	Curved like '37's
(Early and late models made of cast white metal)		
Upholstery on Doors ....	Vertical Seams .....	Horizontal Welt
Top Irons.....	Chrome Plated.....	Painted – no cut-off date
Coil.....	Dome Top same as 1935's...	Flat Top
Distributor .....	Same as 1935's.....	Made especially to accommodate late '36 coil
Engine .....	Poured Main Bearings .....	Inserted Main Bearings
Carburetor .....	Model 48 .....	Model 97

### JUNE MEETING PROGRAM



## ICE CREAM SOCIAL & FORD ART SHOW

Bring your spouse or significant other to the June membership meeting to enjoy not only the Ford artwork, but also indulge yourself in an ice cream social. There will be plenty of ice cream, toppings and other refreshments to enjoy during the evening as your socialize and enjoy the program. Please RSVP by June 5<sup>th</sup> to David Gunnarson by email at [gunnarson@verizon.net](mailto:gunnarson@verizon.net) or phone: 703-425-7708. Dave just needs to know how many people in your party are going to be attending. We need a head-count to make sure we provide enough for everyone. This is one meeting that will be both fun and tasty!

### CELEBRATING 75 YEARS OF THE 1935 FORD

*From the Lorin Sorenson book "The Ford Shows"*



"No youngster who visited the Ford Building at the 1935 San Diego Exposition can forget the Firestone Tire Company exhibit. Here, a large vulcanizing press produced miniature Ford Tudor sedans which were then sold as souvenirs. First the car was formed and vulcanized for 12 minutes, then trimmed by machine, holes drilled for the insertion of axles, and the cars were painted, red, blue, or green. Then miniature Firestone tires were installed and the finished car boxed and sold for a quarter. This working exhibit also produced rubber-coated brake and clutch pedals for the 1935 Fords - but these went to the Ford assembly plant in Long Beach for use in production"

*Contributed by Cliff Green*



Presented by John Girman

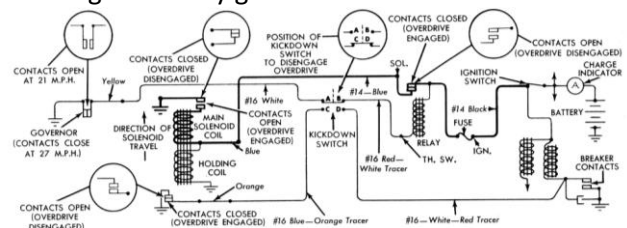
*Reported on by Editor*

Back in the days of my youth, I owned a '50 Ford Woodie that the metal moths had seriously attacked and whose wood had also suffered the ravages of the harsh New England climate. The one bright spot, in addition to the throaty sound from the single glass-pack exhaust system, was the overdrive transmission. Out on the open road the V-8 just hummed along very contentedly. The overdrive was engaged when I bought the car and I never saw reason to disengage it. About half way through the first summer that I owned the car I was confidently cruising down Rte 128 (Boston's 1960s version of our beloved Beltway) at about 60 mph when I decided I wanted to get around some doddering old fool in front of me. In a burst of youthful exuberance I put the pedal to the floor for the first time and it hit the overdrive solenoid. Imagine my surprise when my quietly humming V-8 (running at about 2150 rpm) was suddenly required to turn at 2935 rpm just to maintain 60 mph. The noise from under the hood was loud and truly startling.

After listening to John Girman's outstanding presentation on 1949-1953 FoMoCo overdrives I now understand why I never again wanted to "kick it" out of overdrive unless absolutely necessary. In the overview John told us that our Fords, Mercurys and Lincolns all used an overdrive unit (R-10 for Fords and Mercs and R-11 for the Lincolns) manufactured by Borg-Warner and that the unit was not unique to FoMoCo products – many auto makers including Chevy, DeSoto, Dodge, Frazier, Hudson, Kaiser, Nash, Packard, Plymouth, Studebaker and Willys also used the B-W overdrive in their vehicles. Auto makers sold overdrives to customers based on

the fact that overdrives increased performance, increased gas mileage and reduced engine wear thereby prolonging engine life. What's not to like? Well, for one thing they were an option (\$\$\$) and added complexity to an otherwise straight forward drive train component. The numbers I used previously weren't something I just made up; they're real numbers taken from Ford literature. With Overdrive engaged, the output shaft of the overdrive unit turns at 70% of the input shaft speed. This allows for a lower rear axle ratio (better performance with the o/d disengaged) but a higher (or taller) final ratio with the o/d engaged.

Moving on to the technical part of his presentation, John broke things down into two parts: mechanical features and the control system. Mechanically, an overdrive transmission is actually two transmissions mated together – a conventional 3 speed sliding gear transmission mated to a planetary 2 speed unit. The magic of the overdrive takes place in the planetary unit. When rotation of the sun gear is stopped, the unit is in overdrive. Excellent diagrams and shop manual photos made it easy to understand how all this was accomplished. The mechanical aspects of the B-W units are pretty rugged when compared to Columbia Overdrives and usually are fairly reliable. The control system for the B-W units is a combination of mechanical and electrical components with the mechanical portion being mostly trouble free. John went over both portions of the control system with particular emphasis on the electrical components and how to troubleshoot them. He had several excellent schematic diagrams of the electrical system showing exactly which portions of the electrical circuit should be energized in any given situation.



Starting out – below 27 mph – o/d possible

To wrap things up, John provided information about what's being reproduced, vendors of the electrical components and what you might expect to pay for any particular part you need. All in all a very enlightening presentation, even for those of us with the old torque tube and buggy springs.



From NVRG member Bruce Mazzi

A long-time car restorer, Marion Lawson, passed away 2 years ago. I visited with his daughter, Sandra, this morning (5/29/10) to look over cars and parts that she wishes to sell.

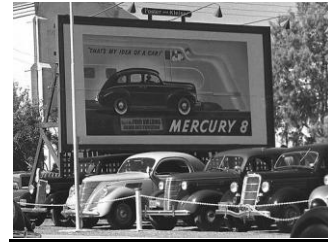
- 1924 Model T Ford coupe restored perhaps 20 years ago and still nice. It has not moved in some time.
- 1940 Dodge pickup: had been primed and ready for paint maybe 15 years ago but now needs to be restored. It's all there.
- 1961 International Scout: Very nice red and white original with 57,653 miles. Needs tires but little work to make roadworthy.
- 1965 Mustang hardtop: Was painted some years ago before being put away. Nice interior. Still nice but on flat tires.
- 1962 Studebaker Sliding Roof Wagon: All there but needs work.
- 1965 Studebaker Daytona two door hardtop: All there but needs restoration.
- 1926 Model T parts: hood, rims, engine, doors, radiator, windshield and more.

The pick up is worth a look.

The T parts look very usable.

Contact Sandra at [Sl9940791@aol.com](mailto:Sl9940791@aol.com) – 301 662-8471 or 301 831-8188

*"They're still out there"*



**For Sale** – 1951 Ford four door sedan – unrestored “Rouge,” V-8/Fordomatic, <19K miles, powder blue, \$13,500 – Jack Wenger – [WVvintage@aol.com](mailto:WVvintage@aol.com) or 540-833-5284. 4/10



**For Sale** – 1953 Ford Customline Tudor – good driver/tour car lots of new chrome, badges, mats, headliner, brakes/wheel cylinders. Sheridan Blue, 63,000 miles, clean in and out! \$7,800. Bob Helms – 540-459-5890. 4/10



**For Sale** – 1941 Ford Convertible – Henry Brown – 703-941-5263 (H) or 703-303-7307 (C). 4/10



**For Sale** – 4 Champion 600-16 whitewall tires with tubes. Excellent condition. On road less than 3000 miles. No patches on tubes. Asking \$300. Bill Chaney, 804-776-7597. 5/10



**For Sale** – 4 Coker Commander WW tires; G78-15 (equivalent to 710-15), could be used as "rollers" but are much better, 5/32" to 6/32" tread, \$40 takes all. John Girman, 703-242-1459 or [jrgplg@aol.com](mailto:jrgplg@aol.com). 5/10



**Wanted** – '51 Ford V-8 radiator, part # 1BA-D – Steve Groves, 301-530-7411. 4/10



**Wanted** – Throttle linkage that connects to the firewall on a 1937 to 1947 Ford – Ben McDonald – 540-292-1632 or [macsgarage4u@gmail.com](mailto:macsgarage4u@gmail.com). 4/10



**Wanted** – Buy, rent, or borrow spring shackle stud driver and replacer tool. Also the C-clamp type tool for installing and removing studs on 32 - 48 cars. Also spring spreader and rear axle service tools such as pinion bearing remover and installer tools. John Ryan, [john@ryanweb.com](mailto:john@ryanweb.com), 301-469-7328. 03/10



## MUSEUM REVIEW

### The Schlumpf Collection – Part III – Conclusion

by Rick Parker



While the Schlumpf brothers were obsessed with Bugattis, the collection includes a large number of very early European cars (and there were no American cars to be seen anywhere). Many of the makes I've never heard of before, and not seen anywhere else. The main hall has brick walkways around the cars, which are displayed on gravel surfaces. Most (but not all) of the cars are sitting on discrete jackstands. Included with our admission (€10) was the use of an audioguide in English, French, or German, and most of the display placards showed a reference number (or two) for calling up that car's entry on the guide.



(Right) 1906 Mercedes 37/70 Biplace Sport. (Left) 1906 Sage Biplace.



1906 Panhard et Lavassor type U1. Coupe chauffeur body by Kellner.

Most of the higher-end cars (Rolls-Royce, Hispano-Suiza, Isotta-Fraschini, Horch, Mercedes-Benz, Maybach, and more Bugattis) are displayed in a rather dark room, which makes photography somewhat of a challenge.



1933 Hispano-Suiza J12 convertible sedan.



1938 Mercedes-Benz 770K cabriolet D.



One of the many galleries featuring those renowned street lamps



This is a 1930 Bugatti Type 46 limousine. The placard states that the second owner drove this car more than 300,000 km before turning it into the breaker's yard.

Continued on Next Page



1931 Bentley 8-litre. The 8-litre is the last car built by Bentley prior to the purchase of the company by Rolls-Royce in 1931.

In the back of the museum is a large display of (mostly) vintage racing cars.



The car seen above is a custom-built Citroen SM convertible limousine built for former French President Georges Pompidou in the very early '70s. It was built by coachbuilder Henri Chapron, and is one of two.

In the center of the museum was a very interesting display of pedal cars through the years, from the simple to the fancy. How many can you identify?



Not every car in the museum was either an antique or heavy classic. (How about this flathead-powered 1952 Ford Vedette? Looks suspiciously like a shoebox Mercury to me. Ed.)



On the way out, there is a display of a dismantled type 57S Atalante coupe:



Complete car

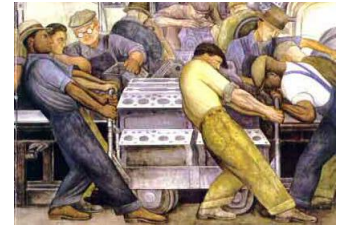


Right front wing and grille

*This completes Rick's multi-part series of his December 2009 visit to the Schlumpf collection. – Ed.*



# NVRG Calendar



## June

2	<b>NVRG V-8 Caravan</b> to SL Ross' memorial service at Fort Myers. Depart Pan Am Shopping Center at 9:45 a.m. <b>sharp</b> (drive your V-8, weather permitting). Contact Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or 703-978-5939 if you want to caravan with us or if you have questions.
5	53rd Annual Antique Automobile Meet. 8am – 3 pm. Held in Old Towne Fredericksburg, VA. Great venue. Contact J. Gordon Brown. (540) 372-6896.
5	21 <sup>st</sup> Annual Kena Car Show – Kena Shrine Center, 9001 Arlington Boulevard, Fairfax. 10 am – 2:00 pm. Contact Burt Zwibel ( <a href="mailto:kustom1@cox.net">kustom1@cox.net</a> ) for details.
8	<b>Membership Meeting</b> - 7:00 pm @ Nottaway Park - <b>Program:</b> <i>Ice Cream Social and Ford Art Show &amp; Tell</i> by John Sweet – <b>Refreshments:</b> Dave Gunnarson. See page 6 for more details.
19	<b>Wings and Wheels Weekend</b> – Udvar-Hazy Center, Route 28, Chantilly – NASM has a 1939 WACO flying in as part of their "Become a Pilot" program – looking for vintage cars of that era – contact Margy Natalie ( <a href="mailto:NatalieM@si.edu">NatalieM@si.edu</a> ) for more info.
20	<b>Sully Plantation Show</b> – Join us in the shade for our annual Father's Day no-host family picnic.
23-26	<b>2010 Eastern National Meet</b> – Concord, NC – NVRG caravan coordinated by Cliff Green and Bill Simons. Call them for details.
29	<b>NVRG Board of Directors</b> meeting - 6:45 pm @ Oakton Library
29	<b>Valve Clatter Deadline</b> - submit items to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## July

13	<b>Membership Meeting</b> - 7:00 pm @ Nottaway Park - <b>Program:</b> <i>Old Time Movie Night, Part II</i> – <b>Refreshments:</b> Maurie Roesch
17	<b>Annual NVRG Family Picnic</b> – NVRG Caravan to Art Zimmerli's farm.
27	<b>NVRG Board of Directors</b> meeting - 6:45 pm @ Oakton Library
27	<b>Valve Clatter Deadline</b> - submit items to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## August

10	<b>Membership Meeting</b> - 7:00 pm @ Nottaway Park - <b>Program:</b> <i>2010 Eastern National Meet Review</i> – <b>Refreshments:</b> John Sweet
TBD	<b>Annual NVRG Drive-In Movie Night</b>
31	<b>NVRG Board of Directors</b> meeting - 6:45 pm @ Oakton Library
31	<b>Valve Clatter Deadline</b> - submit items to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road



October 6 – 9: What else but HERSHEY!

October TBD – NVRG Annual Lebkicker Tour



## Board of Directors NORTHERN VIRGINIA REGIONAL GROUP



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

Vice President	<b>John Sweet</b>	703-430-5770	FFX Show	<b>Dave Westrate</b>	703-620-9597
Secretary	<b>Cliff Green</b>	703-426-2662	Property	<b>John Girman</b>	703-242-1459
Treasury	<b>John Ryan</b>	703-281-9686	Refreshments	<b>Hank Dubois</b>	703-476-6919
Membership	<b>Dave Gunnarson</b>	703-425-7708	Historian	<b>Don Lombard</b>	703-690-7971
Tours – Primary	<b>Leo Cummings</b>	703-866-9707	At Large	<b>Frankie Martin</b>	703-973-1376
Tours – Assist	<b>Hank Dubois</b>	703-476-6919	Web Site	<b>Rick Parker</b>	301-279-7145
Programs	<b>John Sweet</b>	703-430-5770	Newsletter	<b>Ken Burns</b>	703-978-5939

## FORD ART SHOW

Mark your calendar!  
 The June Meeting is on Tuesday,  
 June 8<sup>th</sup> at 7:00 pm in the  
 historic Hunter House, located  
 adjacent to the tennis courts,  
 Nottoway Park, Court House Road,  
 Vienna, VA



Edsel Ford by Diego Rivera



Regional Group 96  
 Early Ford V8 Club  
 Post Office Box 1195  
 Vienna, Virginia, 22183

## FIRST CLASS MAIL