



# Valve Clatter



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

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

Volume XXXII, No. 7

July 2010

Ken Burns Editor

## ICE CREAM SOCIAL & ART SHOW

by Sandra Green



Diego Rivera

Detroit Institute of Art

Mural of Ford Assembly Line - 1932-1933

On June 8<sup>th</sup>, NVRG members and their wives gathered at the Clark House in Falls Church, Virginia for a delightful evening of V8 friendship, while enjoying a bountiful ice cream buffet, prepared by Dave and Sarah Gunnarson. Thanks to their efforts, we customized our own sundaes out of an array of ice cream choices, mini sponge cakes, decadent syrups, and bowls of every imaginable fresh fruit, topped off by whipped cream. Yummm...it was a feast enjoyed by all and sure to be on top of everyone's list for a repeat next summer.



Out of sheer luck/misfortune (in Cliff's mind), the Hunter House in Nottaway Park was being used for vot-

## *Up Front with the President*



### *July 2010*

June was a fun month for the V8 club. Our last membership meeting was a hit. John Sweet presented the idea of an art show combined with an ice cream social and what a great idea it was. What better way to spend a summer evening than enjoying an ice cream sundae, fellow V8er's, and fine Ford art from the collections of our members. A special thanks goes to Dave and Sara Gunnarson for who supplied the crowd with fine array of ice cream and toppings that would satisfy any sweet tooth. Also thanks to those of you who brought out a sampling of art from your collections to share. I would not be surprised to see this event on our calendar again.

The annual car show and swap meet at Sully on Father's day was another great event this year. It's a show that my whole family looks forward to each June. We load up the '46 with coolers and lawn chairs, and stuff our pockets with money for funnel cakes and head for the historic plantation. There we always find the NVRG faithful gathered under the shade of the giant oak trees. The club turnout was good considering the temperature was hovering in the 90's. In the shade with a slight breeze it was still a pleasant way to spend Father's day. Kudos goes out to our Model A brethren who throw this shindig every year and bring happiness to the many fathers and their families. Read on for a full report.

Also held at the end of June was the Eastern National Meet of the Early Ford V8 Club. Word has it a group of adventurous NVRG members braved the heat and drove their V8's down to Concord, NC. to represent the club. After a couple days of fun and a few laps around Lowes Motor Speedway, they fired up the V8's and made trek back to Northern VA without a hitch. Read on for details.

July is slated to have some more great events for the club. Art Zimmerli has graciously opened his farm for the club to throw our annual picnic. John Sweet has been working closely with Art and this will be something you won't want to miss. Please read on for info on reservations and directions. Also, plan on making it out to the next membership meeting where our own Dave Gunnarson will be talking about his involvement in the restoration of the Airship hangars in Akron Ohio over the past several years. He will also have some very interesting artifacts on display. Read on for more info.

Hope to see you there,

*Eric Sumner*



## FATHER'S DAY at SULLY – A FAMILY AFFAIR

### Sully Father's Day Car Show

by Jim Nice

On Sunday June 20, the Ford Faithful turned out in full force for the 37<sup>th</sup> Annual Sully Father's Day Car Show, sponsored by the George Washington Chapter, Model A Ford Club. As tradition dictates, our group set up camp at the tree grove near the Sully plantation house. Representing the NVRG were Cliff and Sandra Green ('40 Woodie), Jason Jarvas ('47 Super Deluxe Sedan Coupe), David Blum and family ('39 Lincoln Zephyr), Dave Westrate ('39 Woodie), Eric and Nancy Sumner and their boys ('46 Super Deluxe Tudor), Hank & Cindy DuBois ('39 Woodie), Bob and Jane Wild ('51 Woodie), Ken Burns ('41 Woodie), Bill Simons ("new" '49 Woodie!), John and Patty Girman ('53 Victoria), Jim and Char McDonnell ('51 Police Cruiser), Bob Belsey ('50 Custom Deluxe Tudor), Art Zimmerli, and Jim, Kathy, Jason, and Journalda Nice ('51 Victoria). The weather was quite warm, but perfect for the day's events.



The turnout of cars was quite impressive. The Model T's and Model A's were parked on the front lawn of the house, while the other cars were parked throughout the plantation complex, grouped by various categories such as make and year. The '49 Pontiac Silver Streak that won Best Engine at our May 20 car show was there, and won first place in its class at the awards ceremony. I also saw a '75 Cosworth Vega that was quite impressive. It reminded me of my brother's '75 Vega he had in high school (though his was definitely NOT a Cosworth!). I especially liked the lineup of Thunderbird convertibles. And most impressive, our group had a total of

six Woodies at the show!

Once we joined the NVRG camp, Jason, Journalda, and I went roaming to see what we could find. There were a lot of fun activities for the kids including a teeter-totter made from a long plank and a large log, face painting, music, and EATING! We enjoyed foot-long hot dogs, ice cream, sodas, and snow cones. We also had fresh squeezed lemonade with lots of sugar, giving us the vital energy we needed to browse the flea market area. We saw lots of great items in the flea market, and Jason found a toy model of the Mach 5 from the Speed Racer cartoon series. Jason bought it for me for Father's Day, but we both decided to share it! We then wandered into the car corral and spotted a barn fresh late '50s Cadillac for sale that Jason thought looked a lot like the Batmobile. In the Model T and Model A display area, we met a very nice gentleman with a '31 Model A who was letting children climb behind the wheel of his car and showing them how to climb into the car's rumble seat.

Our group got a chance to see Bill Simon's '49 Woodie, and everyone agreed that it is a beauty. Bill shared his restoration stories with us, including adjusting his hood release cable a little short so that when he closed the hood, he could not open it! He had to take the grill apart to eventually release the hood. All agreed that the refinished dashboard was exceptional and really added the crowning touch to his restoration work.



The show concluded with an awards ceremony, and three of our club members, Dave Westrate, Jason Jarvas, and Jim Nice, won awards for their cars!

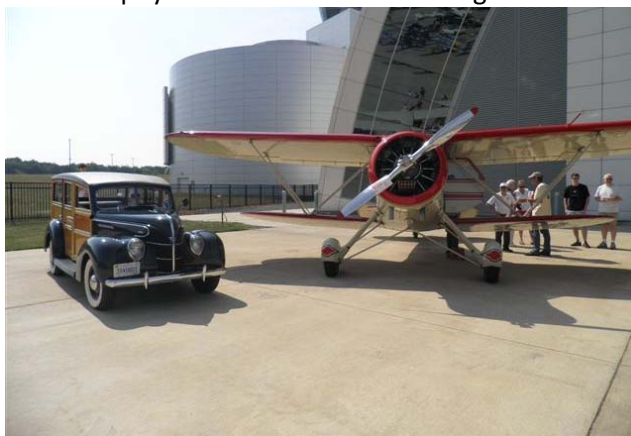
This event was truly a special treat for all who attended, and will definitely be a Father Day's tradition for our family.

## OUT & ABOUT

### Wheel & Wings at the Udvar-Hazy Center

by Bob Hartig – courtesy of Clem Clements

The Air & Space Museum's "Wings & Wheels Show" at IAD (Dulles International Airport) on June 19<sup>th</sup> featured a 1939 Waco framed by a '39 V-12 Lincoln Zephyr & a '39 Ford Woodie Wagon.



A trio of Potomac Classic Thunderbird Club T-Birds was seen surrounded by a Cessna 140, a Cessna 170, and a Chinese Yak trainer.



All the cars there could have parked inside the C-17 with room for more. A nice "invitation only" show that's in it's 6th or 7th year.

## WELCOME TO THE CLUB!

Cliff,

Well I did it! I hope this isn't a big mistake but I really think this is a solid, useable car. I'm going to need MAJOR advice from you. My plan is to try to make it reliable enough to drive home but I'm also going to look into shipping. The brakes are useless and there are always the electrical and overheating issues to be worried about. Call me when you have some time and we'll talk. Now I wish we lived back up there so we could do some things together.



Don and Mary Fowler  
6701 Polo Farms Drive  
Summerfield, NC 27358  
*1939 Standard Coupe*

## WELCOME BACK TO THE NVRG



Bob and family at our 2007 Eastern National Meet

Bob & Julie King  
P.O. Box 1451  
Glen, NH 03838  
*1937 Fordor Sedan*  
*1940 DeLuxe Fordor Sedan*  
*1949 Business Coupe*



ing purposes that evening, so the alternate site was the Clark House. Cliff was explaining its drawbacks to me as we drove towards Falls Church, grumbling his disappointment over this switch, so I was not sure what to expect. As we approached the home, was I ever surprised when we pulled off the busy boulevard and urban sprawl into a green oasis, highlighted by a gem of a restored Victorian farmhouse. It was pure enchantment, walking through boxwoods on the path up to the farmhouse, highlighted by gardens of perennials in full bloom.



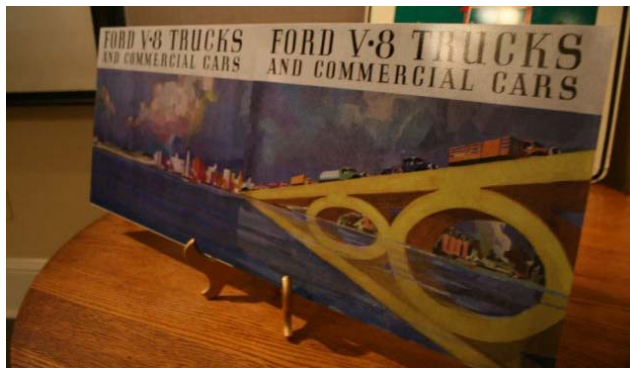
As we approached a wide, covered front porch leading into the stately old farmhouse, "Wow", I thought---"this is disappointment?" I was lost in the beauty of the setting on a perfect summer's night---truly a step back in time in the midst of Falls Church! Rob and Susan Doudrick were among the many attendees, and Rob soon proved to be a horticultural expert, answering any questions we threw his way as we admired the flowerbeds in front of the home. Thanks, Rob!!



The Clark House was commissioned by William Clark in 1902, and is the surviving gem of what was once a very large and prosperous dairy farm. Today, all that remains is the beautifully restored home, surrounded by small but lovely grounds--- truly an oasis within Falls Church.



Members were asked to bring their Ford related artwork and memorabilia for all to enjoy. I could see where the numerous smaller rooms posed more of a problem for the regular monthly meetings, but for this event, the home and setting was sheer perfection. The buffet was set up in the home's grand central hallway, and members browsed through the rooms, viewing the interesting items brought by members.



It was an absolutely perfect night, and members eventually gathered around the large front porch, refreshed by a gentle breeze, while enjoying friendships, conversation, and bowls laden with cake, ice cream and all the fixings. All this, with the added bonus of viewing the gardens in full bloom just beyond the railing of the front porch, was the icing on the cake (and ice cream)!



Thanks, John Sweet, for planning such a great evening for members and their wives to enjoy.

## EASTERN NATIONAL MEET REVIEW

### Hotter Than a Pepper Sprout

by Bill Simons

As planned, John Ryan came by my house at 5:30 am on Wednesday June 23. We transferred his travel bag to "ole reliable," my '34 Tudor, and headed out Rt. 66 to the Fair Oaks rendezvous point where we met up with the NVRG travel team of Hank Dubois, riding with Dave Westrate, trailering his '39 Std Woodie, Cliff Green, driving his '40 Deluxe Woodie, and lastly, Leo Cummings, driving his beautiful turquoise green '50 Mercury. We set off at 6:15am down I-66 to Rt. 29 south where, in Gainesville, we picked up Henry Amster to ride along with Cliff. We anticipated that the 350 mile trip would take about 8 hours if nothing went wrong. That was a pretty big "if!"



The trip down 29, around Charlottesville, and south through Lynchburg to Danville, went as smooth as could be with cloudy skies and tree covered roadways that kept the summer heat at bay. We stopped for lunch just across the NC border at the Christmas Café, a rather isolated small restaurant where the interior was decorated true to the name, with wreaths and Santa Clauses all around. As we pulled up in front, signs warned us not to park in front but as we were the only customers in sight I decided to disregard the sign. No sooner had I turned off my engine when a woman yelled rather crudely at me to move my car. I had made the mistake of parking in front of her internet gambling storefront, and we learned from the restaurant owner that the two businesses had a running battle over parking spaces. But at the Christmas Café, the

food was good, the prices even better, and the respite from driving was most welcome.



By now the sky had cleared, and the full force of the sun's heat was upon us. The final leg down I-85 from Greensboro to Concord went without a hitch and, when we arrived at the host hotel about 2:30pm, the temperature was 101 in the shade!! Traveling 8 hours at 55 mph in mid to upper 90's temperatures without over heating would have made Henry Ford proud. Maury Roesch, trailering his '40 convertible, caught up with us just as we pulled into the hotel parking lot. When we checked in to the host hotel, we had two surprises. First, we had reserved a room for three, and were joking about who would draw the short straw and sleep in the pull-out couch. It turned out that we had been given a two-bedroom suite, and each of us had a comfortable bed and, included for each, was a cooked breakfast every morning and two free drinks every night. Our second surprise was that we were sharing the hotel facilities with a convention of 400 Catholic nuns. The V-8ers and the nuns mixed together pretty well, especially when a table of car folks overheard a nun at the bar order a double, straight up with no ice! Dinner that night was at Ruby Tuesday's and the threat of a thunderstorm hurried us through the meal and back to the hotel to put our car covers on.

The next morning we rode in Dave and Maury's air-conditioned cars to Dennis Carpenter's manufacturing plant, which consists of a series of warehouse buildings loosely strung together. In these buildings, Dennis makes a huge variety of parts for our Ford and Mercury V-8s, from rubber mats and door seals to stainless hub caps and door sills.

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Just keeping track of the inventory is a monumental task. In addition to the production plant, there is a whole building full of used and NOS parts for '32 to '53 Fords and another building called the "Dollar Store" full of seconds and over-run parts for sale at discounted prices. Yet another building held racks and racks of original Ford dies that Carpenter leases from Ford. Ford will not sell these dies; only lease them. The afternoon was spent back at the hotel, cruising the flea market where the occasional goodie could be found despite the oppressive heat.

The judges and owners meeting was held at 4:00pm followed by our two drink happy hour with The Sisters of Mercy. Dinner was at Carpenter Industries where Dennis hosted a "welcome" buffet of burgers and hot dogs topped off by a couple of scoops of home made ice cream. The setting was Dennis's automotive museum where eating tables had been set up surrounded by classic Fords, Mercurys, and Lincolns, all of the V-8 era. The walls were covered with Ford memorabilia and if that weren't enough, there was an adjacent room filled with motorcycles and another room loaded with vintage Ford tractors.



The next morning was show day, and all entered

cars were driven about a mile down to Lowes Motor Speedway parking lot and parked in their allotted spaces. There was a bit of a bottle-neck getting into the track as entry badges had to be checked, but it soon cleared up before any overheating problems developed. It was another hot and humid day with temperatures in the high 90's, but there was shade in a large, central, open-sided building, and there was plenty of cold water available for all. Dave Gunnarson drove down to Concord NC all the way from Akron Ohio to make the show, and then drove home that night! Whew! That's a long day!

The afternoon of show day presented two opportunities for registered Meet attendees. The first was the chance to ride as a passenger in an "official" NASCAR automobile for 3 laps with a professional driver. Both Leo Cummings and John Ryan decided to experience the thrill of traveling at over 165 MPH around the race track and their verdict was the same: awesome!!

The second thrill for the day was the chance to drive our vintage cars around the racetrack, and it appeared that about 75 cars were lined up to do just that. In groups of 25 we took our 3 laps at speeds as fast as we dared, climbing as high on the turns as we dared. It was great fun!

Saturday was a free day with only the awards banquet scheduled for the evening, so those of us who were staying for the banquet decided to check out the brand new NASCAR Museum and Hall of Fame located in downtown Charlotte. I am not a devoted NASCAR follower, so I was not sure what to expect. Boy, was I impressed! The displays of the cars on a curved track, along with interactive video simulators and loads of racing paraphernalia, make this a "must see" if you are ever visiting Charlotte.



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The awards banquet was well attended and it seemed that almost everybody received some sort of trophy. The only minor glitch was that the table we reserved was occupied when we arrived, so we adroitly fanned out to other tables and had the opportunity to dine with new friends whom we would otherwise never have met.



The hard luck award was won by Norm Heathcote and Bill Dorsey of the National Capitol RG for their run-in with a tractor trailer loaded with bricks. Fortunately, no one was hurt and the damage was minor. The big winner of the rebuilt 8BA engine was none other than John French, from the NCRG and also a long time member of our club. After dinner, we huddled and decided to leave for home at 5:00am the next morning in order to try and beat the heat. We left on time Sunday morning and, fortunately, had a safe and uneventful trip home in spite of the 99 degree temperature. All in all it was another excellent V-8 adventure.

## MORE ENM NEWS

### VAPOR LOCK!

by Cliff Green

There were many complaints of vapor lock at the ENM!! The Georgia group experienced four out of seven, and the Ohio group five out of eight. The ones that did not surrender to the heat had an electric fuel pump! Even the woodie bit the dust – this was experienced on the trip to the restaurant with six others aboard. The woodie starting bucking and quit – restarted – quit, all in a left turn lane. We finally coasted thru a light and stopped only to be rescued by a 1940 pickup who towed us to a parking lot. Soon another meet member's truck with a trailer stopped in case we needed a lift.



The fuel pump was declared suspect, so John Ryan detached the fuel line from the outlet and I checked the fuel pressure with my vacuum gauge. It indicated that I had 3 psi which was more than ample. Upon checking the spark, the engine fired and the car has run perfect ever since. We believe the new summer formulation of the gas with the 10% ethanol is the problem. Talking to others from Texas and Arizona, they put a little diesel with the gas or Marvel Mystery oil but all of them have electric fuel pumps to engage when the engine starts to sputter.



After a hard run in heat, I always put a wet wash cloth on the fuel pump to cool it down and leave the hood open when I stop. My vapor lock was after the car ran for one mile, sat for 15 minutes, then quit after another mile – go figure.

Anyhow, I am convinced that an electric fuel pump is necessary if you intend to drive the car a lot in the summer heat. I am writing a proposal to the Judging Standards Committee with an endorsement from National Board of Director Clyde Bangiola from Arizona (former owner C&G Antique Auto Parts, CA) to allow such a pump on Concourse cars as a matter of SAFETY!



## JULY MEETING PROGRAM



### Carriers of the Sky

Dave Gunnarson will bring parts from the airship USS Los Angeles to the meeting. The parts are being donated to the Smithsonian Air and Space Museum for future display at the *Lighter Than Air Exhibit* at the Dulles Udvar-Hazy Center. This is a once-in-a-lifetime opportunity to touch these rare artifacts before they go to the Smithsonian. Dave will describe the artifacts and give a presentation on the mechanics of lighter than air travel in the 1930's.

portunity to touch these rare artifacts before they go to the Smithsonian. Dave will describe the artifacts and give a presentation on the mechanics of lighter than air travel in the 1930's.

## CELEBRATING 75 YEARS OF THE 1935 FORD

Last month we featured the rubber 1935 Ford Tudor molded by Firestone that was sold at the 1935 San Diego Exposition. The Ford Building still exists today and houses the San Diego Air and Space Museum. This is how the building looked in 1935.



## NVRG AUTOMART



**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** – 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



**Field Find** – 1941 Ford Fordor Deluxe – lots of surface rust but the sheet metal may be usable – trim looks great (all there) – has flathead V8 engine and drivetrain. Car is in Bowling Green, VA – Contact Dick McIninch at 434-361-2568 or [olcarfn@aol.com](mailto:olcarfn@aol.com)



**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

## NVRG LISTSERVER UPDATE

by Jim McDaniel, Listserver Administrator

I'm sure most of you with e-mail access know of and are on the NVRG e-mail Listserver; not everyone is, however. I'd like to explain how the listserver works, and then to outline a few recent problems encountered with it.

First, the listserver is nothing more than a large list of e-mail addresses that you can access by sending your message to just one e-mail address. By sending your message to this one address ([NVRG@blu.org](mailto:NVRG@blu.org)), it will automatically be sent to everyone on the listserver. However, you must be signed on as a listserver member to post to the listserver.

A major advantage of the listserver is that it removes from you the need to keep your e-mail address book up to date for member's addresses. Using the listserver will automatically send your message to the most current address.

This list is also very handy for distributing things like announcements of car shows, V8 Club tours and events, and other items of interest to all NVRG Club members. It is used to distribute the **Valve Clatter** to more and more members, thus providing a color copy for all and also saving your Club money in the process. The listserver can also be used to send photos, YouTube sites, and other attachments of interest to all. All good things, and it's totally free to members.

Now for the recent difficulty. As the listserver administrator, occasionally I get notices that an e-mail address has been removed from the list (called a "bounce notice"). From the notice I get, I cannot tell whether the removal was voluntary (you can remove yourself from the list) or if the system had bounced the address for technical or other reasons. If your mail box fills up and your internet service provider rejects messages because it is full, the listserver will accept several rejected (returned) messages, and will then "boot you off" the listserver. It will assume your address is no longer valid or that you do not want to receive additional messages.

Once you are booted, you will no longer get any of the Club notices, **Valve Clatters**, etc. The Listserver sends a message to you, letting you know you've been booted, but if your in-box is full, then you

won't get the notice. When I get a bounce notice, I usually send a message to that e-mail address asking if the removal is intentional, but again, if the bounce was due to a full in-box, then my message may also be rejected.

What I ask is, if you know you will not be checking e-mail for an extended period -- like you're going on a long vacation without e-mail access -- let me know and I'll temporarily remove you from the list. When you return, let me know and I'll reinstate you.

Also, if you let me know that you are having difficulty with the listserver (perhaps you've gotten a rejection notice) or you have not gotten any NVRG listserver messages in awhile or have not gotten the **Valve Clatter** when you expect it. It is easy for me to look up your account to see if you are still current, and to reinstate you if necessary.

One final request. Please be sure that you DO NOT report the NVRG listserver as SPAM. The listserver does not like to be reported as SPAM and it causes technical problems internally to the list. If you receive listserver traffic and do not want to do so, please just let me know and I will remove you immediately. You may contact me at my regular e-mail account of [jim.mcd@cox.net](mailto:jim.mcd@cox.net) or my listserver address of [nvrg-owner@blu.org](mailto:nvrg-owner@blu.org). Either address will get to me.

Please let me know of any problems you may have with the listserver, whether you would like to get on it if not already there, or you have any suggestions for improvement. I would like to make the listserver as useful as possible for you, the membership. Thank you





## SUMMERTIME IS DRIVE-IN MOVIE TIME!



- ✚ We'll depart the Fair Oaks parking lot at **2:30 pm** on Saturday, **August 21**.
- ✚ **Dinner** will be 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 for the **Early Ford V8** group for \$75.65 (mostly two double beds in each room, non-smoking). Call them at 540-869-0909. Please make the reservation early as they will only hold the rooms until August 7.
- ✚ The next morning we can cruise down Rt. 11 to Steve & Wendy Pieper's house in Strasburg for a late morning donut snack.
- ✚ 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 and if rain forces postponement. Our rain date is the next Saturday, August 28.
- ✚ So, (1) mark your calendar for August 21, (2) make your hotel reservation and (3) give me, John Girman, a call to sign up for the tour!

## ANNUAL NVRG FAMILY PICNIC & BBQ FEAST

- ✚ What can be more American than Fords, Farms and a summer picnic! Well, you're your chance to once more join us for the annual Northern Virginia Regional Group Summer Picnic Bar-B-Que on Saturday, 17 July. We'll be guests of fellow V-8er Art Zimmerli and family on their picturesque farm just 12 miles west of Warrington, in Amissville, Virginia.
- ✚ Located in the heart of Virginia hunt country, on top of a knoll surrounded by large trees, this spot features a breath taking view of Virginia, downy grass, a delightful breeze, the ruins of the old farm house, plus a small cabin with bathrooms and running water.



- ✚ Because the trip out to Winchester is such a wonderful ride, we are planning a caravan. If you wish to join the happy parade of early Ford V-8's, be sure to meet at the usual spot at Fair Oaks Mall at 10:45 am on Saturday. The caravan will start off promptly at 11:00 AM and will take about 1 hour and 15 minutes. Ken Burns will lead the caravan – check out the new, smoke-free engine in his Woodie!
- ✚ Per Art, the farm is 42 miles from Fair Oaks. Once in Warrenton, go 12 miles West on Route 211. Take a left on Route 642 at Amissville. After approximately 3 miles you will see a small pond and a gate with balloons, take a right, then up the hill following the grass road to the copse of trees on top of the hill. Parking for the old cars will be in front of the mansion ruins, while modern stuff will be off to the right in the small clearing. Art's cell phone for those who get lost is 703-200-2424.
- ✚ As always, the picnic will be catered and a fine bar-b-que will be served. On the menu are ribs, chicken and pulled pork, and typical side dishes. The club will provide plates utensils, and other assorted sundries, but we ask that you please be sure to bring a dessert to share, plus your drinks and chairs to sit on. The Zimmerli's have tables, but unless you want to share lunch with the ants in the grass, be sure to bring folding chairs.
- ✚ The cost of the event is \$5.00 per adult, with youngsters eating free. The plan is to serve lunch at 1:30 pm
- ✚ To RSVP, please send an email to [jsweet20@cox.net](mailto:jsweet20@cox.net) before 12 July. Let me know what kind of dessert you plan on bringing, and whether or not you'd like to caravan out from FairOaks. See you there!





# NVRG Calendar



## July

9	<b>Collector Car Appreciation Day Ice Cream Cruise-In</b> – 7:00 PM at Peterson’s Ice Cream Depot, 7150 Main Street, Clifton.
13	<b>Membership Meeting</b> - 7:00 pm @ Nottaway Park – <b>Program:</b> <i>Carriers of the Sky</i> – Dave Gunnarson – see <b>and touch</b> rare artifacts from the US Navy dirigible USS Los Angeles. You’ll probably never have this opportunity again. See page 9 for more info – <b>Refreshments:</b> Maurie Roesch
17	<b>Annual NVRG Family Picnic</b> – NVRG Caravan to Art Zimmerli’s farm in Amisville. Bring the entire family for some delicious BBQ and enjoy a day in the country with your V-8 friends. See page 12 for more info.
27	<b>NVRG Board of Directors</b> meeting – 7:30 pm @ Oakton Library – please note the new start time.
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>Old Time Movie Night: Daredevils of the Red Circle, Part II</i> – <b>Refreshments:</b> John Sweet
21	<b>Annual NVRG Drive-In Movie Night</b> – Another great V-8 tour out to Stevens City for a night at the drive-in just like “back in the day.” See page 11 for details.
31	<b>NVRG Board of Directors</b> meeting - 7:30 pm @ Oakton Library
31	<b>Valve Clatter Deadline</b> - submit items to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## September

4	<b>4<sup>th</sup> Annual Car Show for Jill’s House</b> to provide care and support to children with disabilities – 10am to 2pm – Interstate Van Lines Headquarters, 5801 Rolling Road, Springfield – contact Keith or Pam Colton (703-759-0783) or <a href="http://www.novarodsnclassics.org">www.novarodsnclassics.org</a> for more info.
7	<b>Membership Meeting</b> - 7:00 pm @ Nottaway Park – <b>Program:</b> <i>2010 Eastern National Meet Review</i> – <b>Refreshments:</b> Dave Westrate
21	<b>NVRG Board of Directors</b> meeting - 7:30 pm @ Oakton Library
21	<b>Valve Clatter Deadline</b> - submit items to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road



- October 3 – NVRG Caravan to the Armed Forces Retirement Home 53<sup>rd</sup> Antique Car Assembly
- October 6 – 9: What else but HERSHEY!
- October 16 – Rockville Antique & Classic Car Show – 8:30 AM – 3:30 PM – Glenview Mansion at Rockville Civic Center Park
- 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

**Mark your calendar!**  
**The July Meeting is on Tuesday,**  
**July 13<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**

**Private Viewing (& Touching!)**

of USS Los Angeles (ZR-3) artifacts before they are donated to the Smithsonian Air & Space Museum



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

**FIRST CLASS MAIL**