



# Valve Clatter



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

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

Volume XXXII, No. 9

September 2010

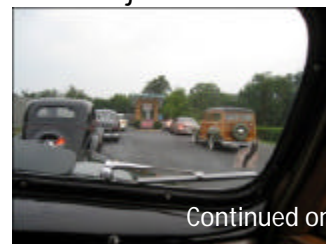
Ken Burns Editor

## NVRG DRIVE-IN MOVIE TOUR



### A Night at the Movies by Editor

It was with mixed emotions that we all set off on the tour. It turned out to be the last drive-in movie tour organized by the Girman's before they leave for California and we were also missing Bob and Jane Helms, who have been regular attendees in the past. On the bright side we had Ray and Vickie Andrews, along with three of their kids, joining us on tour for the first time and a whole gaggle of V-8s heading West to Stephens City: Andrews' 53 Victoria, Girman's 53 Victoria, Green's 40 Woodie, McDaniel's 51 Cruiser, Blum's 39 Zephyr (yeh, I know that it's a V-12), Martin's 51 Tudor and Burns' 41 Woodie plus lots of other folks enjoying the comfort of A/C on yet another 90°+ day. At the New Town Tavern the rest of the crew joined us for dinner.



Continued on Page 7

# Up Front with the President



September 2010

Sad news is never easy to hear and it's even harder to understand when it involves our friends. In August we lost two dear friends of the NVRG, Bob Helms and Alan McNiff. I was fortunate enough to spend time with both men, sometimes at events and others simply over the phone, and I consider myself lucky to have had them as friends. On behalf of our club, I wish to extend our hearts and prayers to the families of Bob Helms and Alan McNiff. Both men were active members of the NVRG and will be missed in their passing. In their memory, the Board of Directors has purchased a memorial brick at the Early Ford V8 Foundation for each of them.

Long time NVRG members John and Patty Girman will be beginning a new leg of their journey though life as they pack up and head for California. Their smiling faces have long been a staple of the NVRG and they will surely enrich any regional group they join in their new surroundings. John and Patty will remain members of the NVRG so they can still keep tabs on the club. John has resigned from the Board of Directors after many years of loyal service and we will need some new volunteers to fill the void. We are currently looking for some new faces on the BOD and will welcome anyone interested in volunteering. One job in particular John held was calendar sales. This is not a BOD position and is a one-time only position that we need help with in the coming months. Rob Doudrick has been putting this coming year's calendar together and we are in need of a volunteer to take the finished calendars and sell them to the general membership. Ken Burns created an Excel spreadsheet to help track the sales that he'll share with whom ever volunteers. Please contact me or any BOD member if you can help.

John and Patty, we wish you all the best.

This month's membership meeting will be a review of the Eastern National Meet held at Lowes Motor Speedway in Concord N.C. this past July. Plan on seeing some truly stunning Flathead Fords and hear harrowing tales of flatheads wound out on the high banks of the speedway!

Hope to see you there,

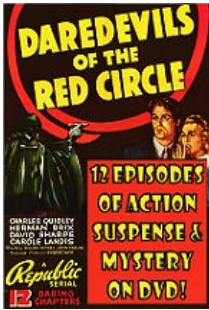
**Eric Sumner**

## AUGUST MEETING PROGRAM

### Movie Night II

#### Daredevils of the Red Circle (Parts 7-12)

by Hank Dubois



At Movie Night I in June 2009, NVRGers were treated to a recreated pre-war movie night experience as they watched episodes 3 thru 6 of the 1939 Republic movie serial "Daredevils of the Red Circle".

The experience was further enhanced with the availability of appropriate movie refreshments before and during the show. Although fourteen months had passed since Movie Night I, erstwhile NVRG moviegoers were eager for more as evidenced by the large turnout for Movie Night II on August 10 including three NVRG ladies: Norma Blum, Helen Burns and Patty Girman.

I knew the evening was going to be different when I pulled into the parking area and saw several members gathered next to a neat looking T-Bucket owned by Ray Andrews (His EFV8 is a '53 Victoria which made its NVRG tour debut at the August drive-in movie tour.) After we all had a chance to check out Ray's T-Bucket, we went inside where President Sumner conducted a brief meeting.

Then it was John Sweet's turn and he really pulled out all the stops to make the evening memorable.



First, he had laid out an impressive selection of era correct refreshments for us (popcorn in movie style open top boxes, Crackerjack, Milk Duds and other old-time candies, and a nice selection of non-diet soda) in the refreshment room which was decorated with a banner and table top signs proc-

laiming the evening's festivities.

Then, after we had a chance to select and sample the goodies and visit with fellow members, he directed us into the theatre...uh meeting room... to watch episodes 7 through 12 of "Daredevils of the Red Circle".



Each episode started out by introducing the main characters and giving a brief summary of the previous episode's events leading up to that episode's dire cliff-hanger conclusion. Next came the ingenious and sometimes miraculous save or rescue of the hero(es) from the dire predicament. Then it was on to the next adventure replete with car chase (usually) and fist-a-cuffs (always) with multiple good and bad guys involved. We saw some amazing things such as a good guy doing a back flip during a fight and landing with his legs in a scissors lock around the bad guy's neck, and a good guy shooting out a bad guy's motorcycle tire at a great distance ... with a revolver! Heady stuff!

Probably the best scenes of the night (at least for those of us with woodies) involved a '39 Ford Standard Woodie with Marmon-Harrington 4-wheel drive. The good guys subjected this beautiful (then new) woodie to some grueling off-road antics which, I believe, a great many modern four-wheelers would have serious trouble with. Every time this woodie would go through a ditch, drop off an embankment, or be put through some other destructive maneuver, I'm sure Dave Westrate cringed! Another V8 that was in quite a few scenes was a '36 4-Door Sedan which was being used by some of the bad guys. I also got fleeting glimpses of several other V8s in some of the street/road scenes.

Special thanks go to John Sweet for making Movie Night II a memorable event and a lot of fun for all who attended. I have a feeling that Movie Night will (has) become an annual event!



## OUT & ABOUT

### Vapor Lock Plus in My 39 Peekup

by Clem Clement

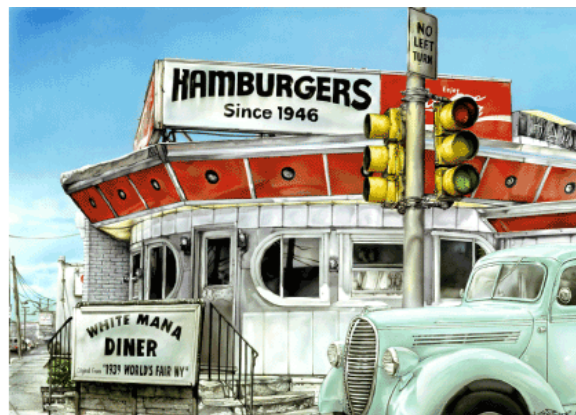
After putting a full battery charge on the truck Friday afternoon, I went over to the Dulles Expo Center to help set up things for the train meet this weekend. After about an hour I was ready to leave. The temp was maybe in the low 80's and the truck had run fine on the way over including a stop to fill the tank. I was careful in starting. Nothing. Somewhere between drawing the fuel from the tank, perhaps vapor lock and/or flooding there was no hint of starting. Checks then done: bleed fuel pump sediment bowl; check spark flash at plug end of wire – none; spark check at dissy – yes; spark check at ignition wire to block-yes. Hmmmmm: not enough spark to fire a plug. I got some gas and poured it down the carb – still no success. Time to call Ken Burns. He made several more suggestions, like hot wire from battery to up side of the coil, replace coil, loosen fuel line at carb to check for fuel, check pump for suction, and more. Still nothing. The last effort prior to calling AAA was to pull four plugs. Three were dry. That gave the key to getting going. I poured some engine oil in each of 4 cylinders (2 per side) and the ensuing start was quick and smokey.

Evaluation: This vehicle has always been hard to start. I have an electric fuel pump, but it is not installed. (*Hey Clem! That's like the runway behind you. Editor*) The truck likes to grind awhile and then starts just after the starter button is released. My coil is a Model A coil and a jury rig hook up to the dissy. Although I cleaned the ignition switch as we rebuilt the truck, there are moments when the gauges go cold. The spark was not strong enough to fire the plug plus an ignition wire gap. The final blow to success was that the gas washed the oil from around the rings so there was not enough compression to draw a good gas/air mix into the cylinders. The oil in the 4 cylinders sealed the rings enough for starting.

Thanks to Ken for his support. I also ended up taking Ms. Sandy out to her favorite restaurant to thank her for her support once again.

Clem, promising to fix things up gooder...sometime

*The following picture is for Jersey boy Clem:*



White Mana – oil painting by Kurt Bittle

Built for the 1939 New York World's Fair, the White Mana has occupied this busy corner in Jersey City since 1946. Walking around a central grill, the person behind the counter needed only a few steps to cook and deliver your food and drink. Interestingly, this diner originally had curbside service, where a number of the girls working the lot moonlighted as burlesque performers in Union City. The diner recently has been featured on the Food Network program "Diners, Drive-ins and Dives." Ed.

## RESTORATION UPDATE

### '49 Woodie Update

by Bill Simons

Finally!! I seem to have resolved my hard starting problem. Some of you may remember I had to suffer the indignity of having to be pushed at the end of the day at Sully in order to start the engine. It was the starter all along. Arlington Armature sold me a new starter motor after I was told that it would be less expensive to replace the motor than to rebuild the old one. I figured, what could go wrong with a new motor? Well something was clearly not right with it because when I borrowed and installed a starter from Ken Burns the engine really cranks as it should and fires right up. I have returned the "new" starter for a full refund.

The next question is does anyone have a spare starter in good shape that they would be willing to sell?

## WELCOME TO THE CLUB!

### Richard Thompson

835 Wicomico Point Road  
Heathsville, VA 22473  
1950 Ford and 1956 T-Bird

## IN REMEMBRANCE

*Sadly, the NVRG lost two of our members last month. Ed.*

### **Bob Helms**

Robert Davis Helms died Tuesday, August 10, 2010.

A memorial service will be held on Sunday, September 12, 2010 at 3pm at the Woodstock Presbyterian Church.

Bob was born in Christiansburg, Virginia on August 10, 1934, the son of the late Edmund Davis Helms and Eva Mae Reynolds Helms of Newport, Virginia. He was a graduate of the Clifton Forge High School Class of 1952. He attended Virginia Tech where he was a Captain of "O" Company of the Corp of Cadets and received his BS degree in 1956. Bob served 9 years in the United States Air Force as a pilot obtaining the rank of Captain. After serving his country, he became a pilot with Eastern Airlines and retired as Captain with 23 years of service. He then served as an Aviation Safety Inspector with the FAA for 13 years. He retired and moved to Woodstock in 2002.

Bob loved restoring antique cars winning numerous National Meet Dearborn Awards and was a member of the Fairfax V8 Ford Club. He was an active member of the Woodstock Presbyterian Church, where he served as an Elder and the Finance Committee Chair for the planned fellowship hall. He was an active member of the Woodstock Lions.

Bob is survived by his loving wife, Jane Helms; children, Alan Helms, and wife, Denise, Catherine Helms, Robert Helms and wife, Tanja, and William Helms and wife, Christy; nine grandchildren; a brother, Fred Helms and wife, Carolyn. He was preceded in death by his sister Carolyn MacDonald.

In Lieu of flowers, the family requests that memorial donations be made to the Woodstock Presbyterian Church, in memory of Bob Helms Building Fund, 142 East Court Street, Woodstock, VA 22664.



**Bob & Jane at our 2010 picnic – July 17, 2010**



**Bob's 1950 Mercury Sport Sedan**



**Bob's 1953 Mercury Sport Coupe**



**Bob's 1953 Ford Customline Tudor**

Continued on Next Page



### Alan McNiff

Sadly, Alan McNiff lost his battle with cancer on August 18, 2010. He is survived by his wife, Carol J. McNiff; sisters, Elizabeth Anne Darner and Judith McNiff Funkhouser; step-children, Liz Regan Kiingi, Frederick J. Regan and Katherine D. Regan; and four grandchildren. Alan was a 30-year employee of the Washington Post, a passionate artist, and a lover of cars. Family will receive friends at Gawler's Funeral Home, 5130 Wisconsin Ave., NW, Washington, DC between 5:30 p.m. and 7:30 p.m. on Wednesday August 25. A funeral service will be held at 10 a.m. on Thursday August 26 at St. Albans Church, 3001 Wisconsin Ave., NW, Washington, DC. In lieu of flowers, donations can be made to Hospice Caring Inc., 518 South Frederick Ave., Gaithersburg MD 20877 or call 301-869-4673.



Alan and Carol (Center & right) flew in this 1933 Waco at the Owls Head Museum in Maine last year.



Alan's 1947 Super DeLuxe Club Coupe

Alan had this to say about the photo of his car which appeared in the NVRG 2010 calendar: *"This year I got over to Kenwood before the cherry blossoms fell off the trees and I even remembered to bring my camera. You can tell I was a little late, the ground is covered in petals. The Ford was a big hit with the blossom watchers. People stopped to talk everywhere I parked..."*

### Remembering Bob and Alan

As Eric mentioned in his President's message, the Board of Directors voted to donate bricks to the Early Ford V-8 Foundation in remembrance of Bob and Alan.



### The Brick Campaign

The BRICK CAMPAIGN is "Paving the Way", to provide supporters a permanent way to recognize/remember loved ones, show support of your Company or Organization and help the Early Ford V-8 Foundation continue building the Museum at the Dean Kruse Museum Complex in Auburn, Indiana. Bricks are available in two sizes: a 4 x 8 inch brick and an 8 x 8 inch brick which can be customized with your Club or Business logo. These bricks will be used enhance the entrance to the Museum Building and will be viewed by all who enter the building. An [ORDER FORM](#) is available in PDF format for you to download.

### DID YOU KNOW?

Have you checked out the Early Ford V-8 Club's new website <http://www.earlyfordv8.org/index.cfm> lately? What an improvement! I spent just a few minutes on it recently and noticed a couple of things right away. If you check out the cars in the Gallery you'll see lots of our member's cars there. Secondly, if you've ever been frustrated by trying to find something in the Roster's "V-8 Times Index of Articles" it's now on-line in a searchable data base. Try it and you'll never use the hard copy index again.

Kudos to National and their web team for a truly first-class website.

The drive-in is under new management and John had arranged reserved parking for us near the snack bar. We saw a movie (Nanny McPhee) but the real story is that the title is pretty immaterial when you're together with such a great group of folks.



Most of us left after the first feature and turned in for the night. After breakfast we gathered up and headed to Strasburg for a tour of the Pieper's home where we enjoyed not only some late mornings nosh but also the beautifully unique riverside house and grounds.

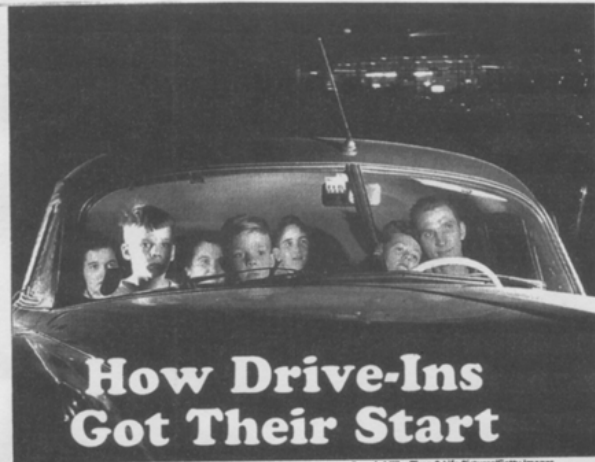


Before heading off for home we felt a few rain drops but the forecast was for rain late in the day, not early afternoon. Proceeding east the sky looked more and more ominous until we were suddenly



caught in a frog-gagging down pour just as we made

the left lane high-speed merge onto I-66 from Route 55. Fortunately we soon found shelter in Marshall under a service station canopy until the rains abated. After that the trip home was truly uneventful!



*Seeing a show in the comfort of your own car was great fun. Here's a bit of history.*

Drive-in movies were more than just booming businesses—they were the perfect outing for suburban families who lived far from downtown theaters. And as teens were quick to discover, they also made for great dating spots.

The first drive-in movie theater sprang up in a New Jersey backyard. Richard Hollingshead, an inventive sales manager with a passion for both movies and cars, nailed a sheet to some trees and mounted a 1928 Kodak projector on his car. Experimenting with sight lines and eventually placing blocks and ramps under cars parked toward the rear of his yard, he brought the glamour of Hollywood to the comfort of the family automobile.

Hollingshead opened his first commercial drive-in in 1933 with the slogan: "The whole family is welcome, regardless of how noisy the children are." It held about 400 cars, and trees and fences surrounded the lot so people couldn't sneak a free peek. The cost was 25 cents per person and another 25 cents per car.

With the end of World War II and the innovation of individual car speakers, the popularity of drive-ins skyrocketed. By 1958, there were about 5,000 all over the country.

A drive-in movie was the perfect family outing for the baby-boom generation. You could go out in your most comfortable clothes and didn't have to hire a babysitter. Playgrounds for the kids became popular additions.

At the peak of the trend, one drive-in in New York held 2,500 cars and boasted a full-service restaurant. Others offered in-car heaters, horseshoes, miniature golf, pony rides or petting zoos.

With the rise of real estate prices and the introduction of cable TV and VCRs, drive-ins dwindled in the '70s, '80s and '90s. And there was no competing with the multiplexes springing up all over the suburbs.

But there's been a small comeback in the last 15 years. One Florida drive-in boasts 13 screens, and some outdoor theaters fill to capacity on busy nights. Perhaps a new generation is clinging to lost treasures of the past!

—Shannon Somers-Mueller  
Eagle, Wisconsin

REMINISCE 33

A THOUGHT TO REMEMBER: Yesterday is but today's memory and tomorrow is today's dream.

from Reminisce Magazine  
contributed by Chad Coombs

On behalf of everyone who has ever toured with John and Patty "Thanks for everything you've done, be safe and we're really going to miss you."



**Lincoln Universal Joint Lube**

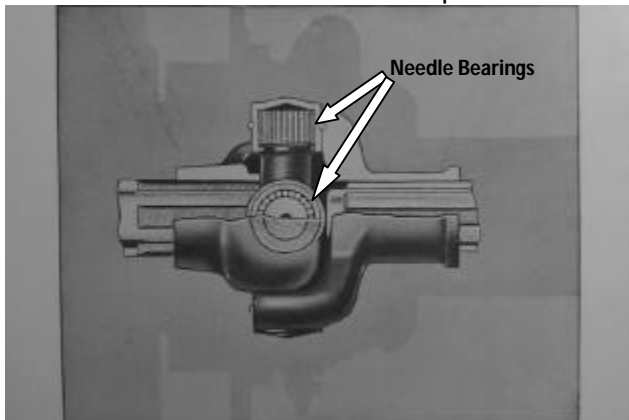
*by Bill Potter*

*Bill had a question about the Lincoln U-joint he wanted to install in the '40s era highboy roadster he's building. He sent it out via the NVRG listserver and shares what he learned with us. Ed.*

**Question:** I've got a little problem that I hope someone in the club may be able to help me with. I'm getting close to putting the engine/trans in my finished '32 chassis that will someday be a '40's highboy roadster. As most of you know, the Lincoln U-joint featured needle bearings and has been a popular upgrade for Ford rodders and restorers since back in the day. I have one that looks pretty nice but I would like to carefully take it apart; clean it and repack it with fresh grease.

The caps are held to the yokes by spring steel wire clips in tight fitting grooves around the circumference of the cap. There doesn't appear to be any way to get a small scribe or knife blade under the clip to pop it out of the groove. The ends of the clip disappear down into the yoke on each side.

Has anyone in the club ever disassembled a Lincoln U-joint before? If so, please tell me the trick! Does anyone have four spare clips that they would be willing to part with? A last resort would be my Dremel tool but I would need new clips.



**Ford Service Bulletins – Subject 7090**

**Answer:** Thanks to all those that responded to my Lincoln U-joint inquiry, namely how to get the friggin' thing apart. After talking to several members both in and out of the club I have come to the conclusion that they were never designed to be a serviceable part. Long time Lincoln aficionado, Mr. Earle Brown from the Pittsburgh area stated that he

has never seen a bulletin on them. With needle bearings swimming in grease they probably out-lived every other moving part on an old Lincoln. Anybody ever seen a worn out one?! Didn't think so.

So I took my gently used one and shot a little Kroil in the cracks, securely bolted it to the tail shaft and completely smothered it with white lithium grease. Seems weird to me but apparently it works. Let it eat.

**NAPA PARTS**

*by Editor*

Did you know that you can now access all of the parts in the NAPA inventory through our local Fairfax Auto Parts stores? I went into the Burke store looking for something and on a whim asked if they had any parts for a 1941 Ford. Much to my surprise the counter clerk said "Let me look. We now have access to the NAPA database." This means there's an additional 15 locations throughout the county where you can tap into the NAPA system. It took them less than 24 hours to get a couple of FA-49 ignition condensers for me – no shipping charges and a couple of bucks cheaper than ordering from an early Ford V-8 vendor. You can access the NAPA inventory: <http://www.napaonline.com/Vehicle/SelectYear.aspx> or visit your local store.

**From the WD40 Website**



Every now and then, you come across a product that just works. WD-40® has been helping people get the job done since 1953, when it was first used to protect the Atlas Missile from corrosion. Since then, you've told us thousands of ways you use WD-40, and we've given you new and innovative ways – like the Smart Straw® – to make it easier to get the product where you need it most.

To celebrate WD-40's heritage and honor multiple generations of WD-40 users, we're offering you a 1950s-style WD-40 Collector's Can in the Now & Then Twin Pack. Pick one up at a participating retailer while supplies last, and [share your stories and photos](#) in the revamped WD-40 Fan Club for your chance to win weekly prizes and a \$2,500 grand prize!



## NVRG AUTOMART



**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



**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** — Be confident that your vintage vehicle is road worthy. MAC's garage is providing free *one way* transport from your garage to ours. In addition, all club members will receive a 10% discount on Mac's antique catalogue parts. We provide quality work at a low hourly rate. For more information contact Ben McDonald, Monday-Friday, 8am – 5pm, @ 540-292-1632 [macsgarage4u@gmail.com](mailto:macsgarage4u@gmail.com). 9/10



## CELEBRATING 75 YEARS OF THE 1935 FORD

*Up to now we haven't featured any 1935 commercial vehicles – so here goes. With school starting what could be more appropriate than some brand new 1935 Ford school buses? Ed.*



Built by Heiser, Inc. for the Oregon City, OR high school from Lorin Sorensen's "The Commercial Fords"

*This is probably pretty close to what Dave Gunnarson's 1935 big truck looked like when new. And it, like Dave, is from Massachusetts.*



Darley-built pumper equipped to fight forest fires from Lorin Sorensen's "The Commercial Fords"

*Walkerville Brewery, located in Walkerville, Windsor, Ontario, operated this bevy of 1935 Ford trucks. The brewery was founded in 1885 by Hiram Walker (of Canadian Whiskey fame,) operated from 1885 to 1956. It reopened as a micro-brewery in a former whiskey warehouse two blocks from the original site. A cropped version of this picture appears in Lorin Sorensen's "The Commercial Fords."*



from the Walkerville Times "Virtual Walkerville"

*No collection of 1935 Ford commercial vehicles would be complete without a woodie, now would it? There were 4,536 produced and they came only in Cordoba Gray exterior sheet metal unless specially authorized by the factory.*



from Lorin Sorensen's "The Commercial Fords"



**SEPTEMBER NVRG TOUR  
SATURDAY, SEPTEMBER 15<sup>TH</sup>  
FLYING CIRCUS WINGS AND WHEELS CAR SHOW  
BEALETON, VA**



**This is a great family event with something for everyone in the family to enjoy**

- ✚ Bring your picnic lunch or get hot dogs, barbecue, Pepsi and ice cream from Fifi's Airfield Café.
- ✚ Be sure to bring your camera for a great photo op of your V-8 next to a vintage biplane.
- ✚ Caravan departs Fair Oaks Mall at 10:00 am – arrive Bealeton about 11:00 am.
- ✚ Participate in the car show – trophies awarded at 4:30 upon completion of air show.
- ✚ Questions? Contact Leo Cummings at [rpmlhc@aol.com](mailto:rpmlhc@aol.com) or 703-866-9707 (H)/571-212-7747(C).

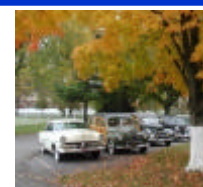
**ARMED FORCES RETIREMENT HOME 53<sup>RD</sup> ANTIQUE CAR ASSEMBLY  
SUNDAY, OCTOBER 3<sup>RD</sup>**



- ✚ Join us in honoring veterans of the United States Armed Forces, 60 and older who served our country in WW II, Korea, Vietnam and beyond.
- ✚ Proceeds from the 50/50 raffle at our yearly Fairfax car show are donated to the AFRH to help support this antique car assembly.
- ✚ Free refreshments (coffee and tea, donuts and pastries, yogurt, etc.) are provided for everyone bringing a vintage car.
- ✚ Caravan forms up at the McDonald's in the Pan Am Shopping Center, corner of Route 29 and Nutley Street at 8:00 am. We'll travel via Route 50, the Key Bridge, through Georgetown and down the ramp in the picture to the right onto Rock Creek Parkway and then Beach Drive.
- ✚ Questions? Contact Ken Burns at [helenandken@verizon.net](mailto:helenandken@verizon.net), by phone at 703-978-5939 (H) or Clem Clement at [clem.clement@cox.net](mailto:clem.clement@cox.net), by phone at (703) 830-5597 (H).



**ANNUAL NVRG LEBKICKER FALL TOUR  
OCTOBER 22-24**

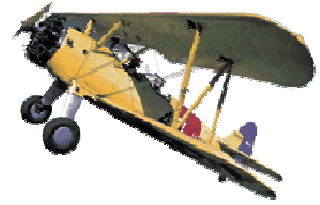


- ✚ Save the Date!!! More info to come next month. This is always a "don't miss" event.
- ✚ Where will go this year? Join us and find out. In the past we've ranged far and wide through Virginia, Maryland, West Virginia and Pennsylvania. We've seen antique trains, Amish farms, the homes of presidents, canals, museums, American Revolution and Civil War battlefields.
- ✚ Explore scenic byways and enjoy the fall foliage with your Ford friends.
- ✚ Eat at quaint establishments and enjoy each other's company at a leisurely pace.
- ✚ See what Don Lombard and John Sweet have in store for us this year.
- ✚ Questions? Contact Don at [don.lombard@verizon.net](mailto:don.lombard@verizon.net), by phone 703-690-7971 (H) or John at [jsweet20@cox.net](mailto:jsweet20@cox.net), by phone 703-430-5770.





# NVRG Calendar



## 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.
14	<b>Membership Meeting</b> - 7:00 pm @ Nottaway Park – <b>Program:</b> 2010 Eastern National Meet Review – <b>Refreshments:</b> Dave Westrate
19	<b>NVRG Tour to Wings and Wheels Car Show</b> – Flying Circus Airfield, Bealeton, VA – this is a great family event. See Page 10 for more details.
21	<b>NVRG Board of Directors</b> meeting - 7:30 pm @ Oakton Library
21	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## October

3	<b>NVRG Caravan to the Armed Forces Retirement Home 53<sup>rd</sup> Antique Car Assembly.</b> See Page 10 for more details.
6-9	<b>What else but HERSHEY!</b> The Flathead Bar and Grille will once again be open for relaxing, a little Happy Hour libation & BSing and home cooked breakfast. Join us if you can.
12	<b>Membership Meeting</b> - 7:00 pm @ Nottaway Park – <b>Program:</b> Hershey Review – <b>Refreshments:</b> Art Zimmerli
16	<b>Rockville Antique &amp; Classic Car Show</b> – 8:30 AM – 3:30 PM – Glenview Mansion at Rockville Civic Center Park
22-24	<b>NVRG Annual Lebkicker Tour</b> – <b>save the date!</b> More on Page 10.
26	<b>NVRG Board of Directors</b> meeting - 7:30 pm @ Oakton Library
26	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## November

6	<b>National Capital Trolley Museum Tour.</b> We'll depart Fair Oaks and caravan over to the Museum. This is a great family event complete with rides in vintage trolleys. More details next month.
10	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Ford Heaters ( <i>Hey, great topic with winter approaching! Ed.</i> ), Rob Doudrick. <b>Refreshments:</b> Mike Prater
24	<b>NVRG Board of Directors Meeting</b> - 7:30 pm @ Oakton Library
24	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road



December 4 – Annual Holiday Gala at Fairfax Country Club



**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>Vacant</b>	
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 September Meeting is on Tuesday,**  
**September 14<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**

**So Long John & Patty**



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

**FIRST CLASS MAIL**