

Northern
Virginia
Regional
Group



Value Clatter



Northern Virginia Regional Group - Early Ford V-8 Club of America

www.nvrg.org

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August 2014

Ken Burns - Editor

EASTERN NATIONAL MEET

Gettysburg, Pennsylvania – July 23-26, 2014

Photos by Wayne Chadderton, Dave Gunnarson, Jason Javaras, Jim McDaniel, Keith Randall and Mel Herwald



Gettysburg Reflections

By Dave Westrate

Hank DuBois and I left at 6AM and had a beautiful ride up to Pennsylvania. Our goal was to arrive about 8AM to help with the Operational Check function which the NVRG had committed to provide for the host club. This was a real highlight for me to see the enthusiastic participation of our team in this effort lead by Bill Simons. It was a hot, all day long, three day process located a long distance from the meet hotel and activities. We accomplished this with grace and professionalism, and I tip my hat to our club. We also got to spend quality time with some of our members who do not live in Northern Virginia and who we seldom see.

The meet was well done, and we had a fantastic array of cars. I especially enjoyed the judging as I was teamed with a very knowledgeable gentleman from North Carolina, who taught me a lot about the underside of 1940 Fords. Best of all, there were three unusual Woodies, one a 1951 English Pilot, a super cool WWII Schult ambulance configured from a 1942 Ford sedan, and a 1947 Ford Sportsman from Canada.



1951 Pilot



1942 Ford Schult bodied Army Ambulance



1947 Sportsman

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Up Front with the President



August 2014

Since the last issue of the **Valve Clatter**, the Early Ford V-8 Club's Eastern National Meet in Gettysburg, Pennsylvania was the "big event" in our neck of the woods. The meet was a great success, and NVRG members came away with 22 awards in the various divisions. The National Capital Region hosted the meet, and our NVRG assisted by conducting the Operational Check station for all cars registered for the meet. I heard many positive comments about how smoothly and efficiently the Operational Check was conducted, and the President of the NCR personally thanked me for our support. **Bill Simons** deserves much credit for organizing the teams and overseeing the operation. Bill also took on the responsibility of being a deputy judge during the Concourse judging. Your enthusiasm is appreciated and you made us look good, Bill. Many thanks.

While July usually produces scalding hot days, we had several surprisingly mild days as well, and they came at a perfect time. Our annual NVRG picnic turned out to be on an absolutely gorgeous day; sunny with a few puffy clouds, temperature hovering around 80 degrees, low humidity, and large shade trees on the old, abandoned, 19th century hill-top plantation grounds owned by **Art and Sarah Zimmerli**. The photo on the left, above, is an old plantation slave quarters building that Art has had restored, complete with modern plumbing for the convenience of his guests. Art's VERY comfortable hammock, strung between two trees, was most inviting after a large barbeque picnic lunch. See both the Eastern National Meet and the picnic write-ups and photos elsewhere in this issue. A big thanks to Art and Sarah for their gracious hospitality in again hosting our picnic, and to **Dave and Sarah Gunnarson** for transporting the grub and laying out a scrumptious table. It was a most enjoyable day with friends and old cars. Everyone enjoyed the excitement of Cliff Green's 2-year-old grandson Charlie (son of Russell and Mary Green), as he was taken for a ride in Art's '36 Ford 1-1/2 ton flatbed truck.

Looking ahead, there are several activities for you to pencil-in on your calendars. Our August meeting program will be on the 1939 Ford Motor Company vehicles, and our September meeting feature Warren Barbee, and possibly a couple of other NVRG members, talking about their Bonneville experiences. The Central National Meet is being held in Springfield, Illinois from August 19-22. We usually have several NVRG members make the road trip to this meet. Our overnight tour for the "Drive-In Night" in Stephens City is scheduled for September 20 and 21. In addition to watching a double-feature at a real old-fashioned outdoor drive in movie, they are holding their "5th Annual Classic Car Show and Movie" when we'll be there on the 20th. So there will be lots of other antiques, classics, modifieds, and hot rods there to enjoy.

And finally, for your calendar, make note of our fall overnight tour and road trip. In the past, this has been a three-day, two-night tour that includes tours and visits to points of interest in near-by areas. This year's tour should prove especially interesting, including visits to Lexington and Bedford counties in the Shenandoah Valley. It will include visits to Appomattox Court House National Park, Poplar Forest, Natural Bridge, D-Day Memorial, Lexington, Robert E. Lee chapel and sarcophagus, Virginia Military Institute's George Marshall Museum, and Stonewall Jackson's home. It's a really full itinerary, and to do it justice, we on the Board have decided to make it two full days of touring with essentially a leisurely day for the drive to get there and another day to get home. So plan for a four-day, three-night tour. More details to come, but mark your calendars now for October 24-27 (Friday through Monday). I have invited both the National Capital Region and the Richmond Club to join us. My thanks to **Don Lombard** for his hard work in putting together such a fascinating itinerary.

Jim

Jim "High Sheriff" McDaniel

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It also was wonderful to see John & Patty Girman again. They are long time members of our club who travelled from their home in California to be with us.



Char McDaniel, Patty and John Girman during Fort McHenry tour.

Touring at the Eastern National Meet

By Keith Randall

One of the many benefits of attending a national meet is participating in the tours. Hosting Regional Groups routinely put tremendous effort into planning tours that are informative, interesting and diverse. The 2014 Eastern National Meet in Gettysburg this June was no exception. Two of the driving tours that Susan and I joined were not only a lot of fun but, a great way to meet other V8 Ford fanatics as well.

The tours we took included visits to club members Gary and Paula Ruby's garage, Howard and Junior Kelly's Bad Dog Hot Rod Shop, the Utz Potato Chip Factory, Performance Motors in Hanover, the Hanover Shoe Horse Farm and the AACA Museum in Hershey. It should be mentioned that the routing to each of these stops followed roads that were off the beaten path and very scenic.



Tour vehicles in front of the Ruby's home.

Again, the folks that organized the tours did one heck of a job! Combining the beauty of the countryside, V8 fords and interesting stopovers couldn't have been more enjoyable.



Paula Ruby greeted guests with a wonderful assortment of pastries and hot beverages at the first tour stop.



Gary Ruby's Ford tool collection is on display in his garage.



Flatheads rule at Howard and Junior Kelly's Bad Dog Hot Rod Shop.



Susan Randall at the Historic Café in the AACA Museum.

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Hershey Impressions

By Mel Herwald

Barbara and I arrived Sunday night and checked in at the Courtyard Marriot. All the show activities took place in the adjacent Wyndham. While the Marriot was perfectly all right, the Wyndham was a bit nicer and slightly more convenient. Next time I'll be sure to register even earlier.



The Wyndham Gettysburg was the Meet Headquarters.

I planned on vending since I still had most of the early V8 parts left over from Hershey last Fall when I got rained out. Barbara was signed up for the DC tour and I opened up my booth early Monday morning. At first sales were brisk but Monday proved to be the only decent day. This was somewhat disappointing. There was no interest in a bunch of NOS V8-60 parts, a totally rebuilt 40-48 tranny, and an original V8-60 tranny.

All the vending was outside. There were 42 booth spaces available but they were never all full. I managed during the week to wonder around and buy a few things. Everybody was very friendly and I was comfortable leaving my parts out overnight.



NVRG members Jim Crawford and Mike Prater were also vendors.

Cliff had given some parts I had purchased with him from Drake's (to meet the free shipping minimum) to Bill Selley who by happenstance had his booth next to mine.

There was a theater at the same complex and we had signed up for a movie depicting the battle at

Gettysburg. It was a half hour long and frankly I wasn't expecting much. It basically dealt with Pickett's Charge from the viewpoint of both a Northern and Southern soldier. It was horrific. It was riveting. It was the largest cannon exchange in all of history. It was heard **100** miles away. There were a couple hundred people in the movie theater. When it was over there was some applause and then stone silence. Nobody got up even after the lights were turned on. I've never seen anything like it.

Tuesday Barbara watched the booth most of the day while I spent a great deal of time looking at cars present. That was the best thing about the show—the cars were amazing.

Tuesday afternoon I spent a few hours manning the club run operational check booth. I met several club members and got to check out some cars close-up. I look forward to do it some more as it was very interesting.



Dave Westrate's '39 Standard Woodie get the once over at the Ops Check from Maurie Roesch, Hank Dubois and David Blum.

Tuesday night was a buffet dinner hosted by the show and the food was quite good. Just by happenstance we sat at the table where the people from the National Capital Group were sitting.

The entertainment after the dinner was fantastic. It was a husband and wife team. He impersonated different people like Rodney Dangerfield, Frank Sinatra and several others in a civil war setting while going thru a factual explanation of the battle. It was funny and informative. It was a memorable show.



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The weather up to now had cooperated but was calling for rain on Wednesday—the day of the concourse. It didn't rain until that night. It was hot in the sun but the host club had young boys wandering around giving out ice water.



Barbara Herwald among a couple of 1940 Ford Convertibles.

The cars were grouped by year. It was a very impressive collection of many beautiful cars. That afternoon there was 3 seminars. None of them was technical. I attended one. It was so-so.



Mel says this '46 Convertible is just like the one he recently purchased from NVRG member Van Ramey. Look for it in the 2015 calendar.

That night Barbara and I walked the downtown area. Thursday we checked out and drove to the AACA museum in Hershey and arrived home late Thursday night. All in all we had a great time.

My Serendipitous ENM Escape

By John Sweet

Like most people, work ends up being a love-hate kind of thing. You need to work to be able to have the money to do things you want to do, but at other times it just gets in the way of fun! That was my problem with this year's Eastern National Meet. I had to work and just couldn't get out of it. Yet sometimes fate lets you catch a (small) break.

On Monday, the 23rd of June, I came home after a hard-day's work to find the A/C on the blink. After a quick consultation with a neighbor, it was decided that a technician had to be called in. Luckily, the

heat hadn't really built up yet, so I was able to get an appointment between 1-4 pm the following day. Since Shell was traveling, I had to take the afternoon off work to be there when the techs came.

I found myself very surprised when the A/C techs arrived at 1pm on the dot to fix the A/C unit. By 2:30 it was done. I thought about going back to work, but the ENM was beckoning! I jump in the car and arrived just before 5:00 pm to find Dave Westrate and Jim LaBaugh at the Ops Check tent. It was a beautiful day and I was able to help inspect two cars and the re-inspection of a truck. Then it was off to the flea market, which looked good, but was closing down. So, like any self-respecting car guy, I started looking at cars.

The line up was impressive; lots of great cars! I saw Hank and Cindy Dubois' '35 Coupé and in the back Jim and Fran McCune's '40 Lincoln-Zephyr Continental Coupé, one of 54 built that year. Because it was getting close to the dinner hour, I started to amble over to the Wyndham host hotel. Along the way I ran into club members. First it was Wayne and Jane Chadderton, then David Blum, then John Ryan, Bill Selley, and Bill Simons. Then I met up John and Patty Girman and was able to catch up on the goings on out west. (it's a shame California isn't a mile or two closer to Virginia - I miss them both!). After that, I tried to wangle a ticket for the evening's Welcome Party. I went to the registration desk to see if any tickets were available, but came up empty. I checked the bulletin board and was disappointed there too. So I ambled back to the raffle area, bought \$10.00 worth of tickets, made a decision, and dumped all of them into the bowl.



A sampling of the raffle goodies. Cliff and Sandra Green won the backpack cooler.

About that time I managed to meet up with Jim McCune. We took another stab at getting a ticket for the Welcome Party and failed. Then Bill Simons came up and had a great idea. Since Cliff and Sandra

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were unable to attend, Bill picked up Cliff's tickets and I was in! We walked into the ballroom around 6:30 pm and sat down at one of several tables of NVRG members. The food was good, the company even better and it was, for me, a short, but enjoyable evening! The National Capitol Region did a bang up job and while my visit was short, I had a great time. As for my tickets, I gave them to Jim LaBaugh just in case. For the third national meet in a row, I came back with a restoration guise - this time for '38-'39's. As always, NVRG club members are great. Many thanks to everyone for making my short sojourn north so much fun. (It really was much better than going back to work!).

A Novice Judge at the ENM

By Jim McDaniel

I have had my '51 Ford for about 25 years now. While I've learned a lot about my car through the years, I haven't really considered myself an expert, especially when compared to some of the true experts in our Club. Because of this, I've never felt qualified to judge at an EFV8CA meet.



Jim's Cruiser among other '51s awaiting the judges.

After talking about this with some of the old salts in the Club, they encouraged me to take the leap and volunteer to be a judge. As a first timer, I'd be a "Novice Judge" who, for the most part, would carry the clipboard and record the results of the other judge's observations. I would not be looked upon to have all the answers, but could certainly add my observations and opinions in areas I did know well. By recording the results, I'd hear all the discussions and explanations of the other judges, and thus expand my knowledge of the cars. Of course you would not participate in the judging of your own car. I decided to do it.

I am writing this to encourage others who, like me, have not felt like they were "expert enough" to be a judge. I was pleasantly surprised that I did in fact know more details than I gave myself credit for, and thus was able to contribute. I also learned much I did not know about the minute details (the minu-

tia?) that are so easy to get wrong or go unrecognized. What a great way to learn what's right and what's not if you're in the process of restoring a car. You also learn a lot of the similarities and the differences between the other years in your judged division. That too I found worthwhile to know, as those details could come in handy. For example, at a flea market when some guy tells you, "of course that's a '51 air cleaner," your experience at judging may have told you that it was for the previous year's car and not right for your car.



Deputy Judge Bill Simons and Judge Frank Miller confer about an item on McDaniel's '51 cruiser, while another judge makes notes on the interior.

While I still don't consider myself to be a true expert at judging, knowing now how it's done, learning what I did this time, and by reviewing sources like the EFV8CA's restoration guides, at the next meet I'll be able to contribute more. I may be carrying the clipboard again, but after a few more times I think I'll be able to pass the clipboard on to another novice. If you haven't judged at a meet, I'd suggest you do as I did, and Just Do It!

Trucks and Commercial Car Review

By Dave Gunnarson

I was able to get away from work for most of a day and arrived Wednesday just as things began to start. I quickly found the truck and commercial car area.

Harry Foor brought out his 1938 Hearse and 1948 Ambulance and they looked as good as ever.



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There were a few rare vehicles in the show field, one was a 1934 Roadster Pickup, the last year for this model, which only had a final year production run of a few hundred.



Another was a 1942 Military Ambulance conversion from a 1942 Tudor Sedan. According to owner Mike Nickel's information, it's one of two survivors from the 100 produced. Another interesting commercial car was the 1939 panel van dressed up as Coffee Truck. Rounding out the commercial vehicles was a nice 1937 commercial stake bed pick-up and sedan delivery, and a few nice early pickups. The only trucks on the field were two fire trucks which looked like they were ready to head out and douse the flames. There were many Woodies including a 1951 Ford Pilot Woodie gracing the field.



NVRG member Norm Heathcote's 1950 Fire Truck.

It was fun to get away and meet up with NVRG members, see some cars, and chat with Mike Prater and Jim Crawford in the flea market for a while. Work and other obligations had me heading back sooner than I wanted, but at least I was able to get a taste of the action.

ENM a Huge Success

By Jason Javaris

The Eastern National Meet held in Gettysburg,

PA, was a huge success. The spacious venue at the Wyndham/Marriott hotel complex venue allowed each event to be spread out comfortably with plenty of room for both show cars and trailer parking. There were cars and trucks from every year that the flatheads were produced with both concourse and touring classes well represented. The hosts for the meet, the National Capital Region worked tirelessly to accomplish this well run show and are to be congratulated for their efforts.



Jason particularly liked the tool set, complete with American flags in front of Brian Donohoe's 1933 Woodie.

A Big Thank-You from the Ops Check Chief

By Bill Simons

I want to thank all of those who helped man the Operational Check tent at the ENM. Here is my list: Jim McDaniel, Steve Groves, Bill Selley, Wayne Chadderton, John Girman, John Ryan, Jim Labaugh, Maurie Roesch, Tommy Harper, Bob Belsley, Leo Cummings, Chris Cummings, Dave Westrate, Hank Dubois and Mel Herwald.

I very much appreciate your support and I apologize if I left anyone out!!



The High Sheriff's Cruiser marked the Ops Check area for folks arriving at the ENM complex.

And the Winners Were...

Bill Simons acted as Master of Ceremony at the ENM Awards banquet and had the pleasure of announcing that 22 members of the NVRG had won awards as follows:

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- + **Wayne Chadderton**
1934 Deluxe Ford Fordor
Concourse 2nd Place
- + **Jim McDaniel**
1951 Ford Custom Tudor
Concourse 1st Place
- + **Jim McCune**
1940 Lincoln-Zephyr Continental Coupe
Concourse Dearborn Plaque
- + **Norman Heathcote**
1934 Ford Standard 5 Window Coupe
Dearborn Medallion
- + **William Fox**
1934 Ford Deluxe Fordor Sedan
Dearborn Medallion
- + **Bill Simons**
1949 Ford Station Wagon
Dearborn Medallion
- + **John French**
1935 Ford Deluxe Tudor
Dearborn Emeritus Medallion
- + **Tommy Harper**
1935 Ford Standard Tudor Sedan
Dearborn Emeritus Medallion
- + **Harry Foor**
1938 Ford Hearse
Dearborn Emeritus Medallion
- + **David Westrate**
1939 Ford Standard Station Wagon
Dearborn Emeritus Medallion
- + **Maurice Roesch**
1940 Ford Deluxe Convertible
Dearborn Emeritus Medallion
- + **Jeannette Hall**
1950 Ford Tudor Sedan
Dearborn Emeritus Medallion



- + **Leo Cummings**
1950 Mercury Monterey
Dearborn Emeritus Medallion
- + **Jason Javaras**
1947 Ford Sedan Coupe
Rouge Medallion

- + **Harry Foor**
1948 Ford Ambulance
Rouge Medallion
- + **Norman Heathcote**
1950 Ford Fire Truck
Rouge Plaque
- + **Bill Potter**
1934 Ford Roadster
Touring 1932-34 Open 2nd Place
- + **David Blum**
1939 Lincoln-Zephyr Fordor
Touring 1939-53 Lincoln 1st Place
- + **Allen Ponton**
1934 Ford 3 window Coupe
Touring A 1932-34 Closed 2nd Place



- + **Henry Dubois**
1935 Ford 3-window Coupe
Touring A 1935-36 Closed 2nd Place
- + **Chris Bavis**
1939 Ford Convertible Coupe
Touring A 1937-40 Open 3rd Place



- + **Robert Belsley**
1950 Ford Tudor
Touring A 1949-53 Closed 1st Place



2014 NVRG ANNUAL PICNIC

A Funny Thing Happened on the Way to the Picnic

By Clem Clement

Coming back from the Fourth of July parade in DC, the ammeter on Smokey, my Model A, began reading a steady 10 amps. I figured I had left the doors open. On picnic morning Smokey woke up and powered out of the garage and then quit. After grinding a pound or two of starter noise, I checked the fuse and found it had popped out of its clip. After that the ammeter behaved as it should. To my amazement Ms. Sandy wanted to ride in the Model A with the top down. Maybe she is looking over the possibilities. Dunno. We had a fun and cool ride down country to Art and Sarah Zimmerli's farm in Ammissville. Perfect weather for a picnic.



The group completely hides Art's '36 big truck once we were all there.

Somehow we arrived ahead of the Early V-8 caravan. Art, always the gracious host asked me to hold some balloons. Then he took Sharon Leonard and Ms. Sandy for a ride. I didn't know if this was a trade or what.... Eventually Art, Sandy and Sharon came back, so....

This was truly a fine picnic in all aspects.



This was the first time many of us had seen Nick Arrington's survivor '35 Standard 5 window. Looks like a perfect car for a funeral director.

A Perfect Saturday in the Country

By Editor

This year's picnic turned out to be perfect. The weather cooperated with cool temps, low humidity and a gentle breeze. The V-8s responded to the cool

temps/low humidity and ran flawlessly (except mine which is still recovering in my shop from its recent heart transplant. More on that later). Art and Sarah once again hosted us at their bucolic farm. The *Old Time String Band* provided the atmosphere; Red, Hot and Blue supplied the BBQ; NVRG members provided the camaraderie and convivial conversation.



On the left Benny Leonard, Debbie Findlay, Char McDaniel load up their plates. On the right Cliff Green and Chris Findlay do the same while others patiently wait in line.



We sat and ate in clusters in the shade throughout the copse of trees on Art's farm.

And lastly, Art's '36 1 1/2 ton truck sported a newly installed bed, and a clear coat job to preserve its wonderful patina. The truck also provided a chance for Dave Gunnarson to dream about the day his '35 1 1/2 ton truck is finished while he drove Art's truck around the farm.



Pony rides for the guys – Russell Green and son Charlie are chauffeured around the farm by Dave Gunnarson.

WELCOME TO THE CLUB

Rob Porter

Harpswell, ME

rcp888@yahoo.com



1940 DeLuxe Convertible



1951 Woodie Station Wagon

Rob is a "neighbor" of Bill Simons in Maine and comes to the DC area on occasion.

Bob and Cathy Sturm

7125 Murray Lane

Annandale, VA 22003

bobsturm100@verizon.net

703-354-4596 (H)

703-623-7672 (C)

Bob is looking for a 1952 Ford.

James and Sharon Kolody

7418 Axton Street

Springfield, VA 22151

grubswom1@verizon.net

703-795-9301 (C)

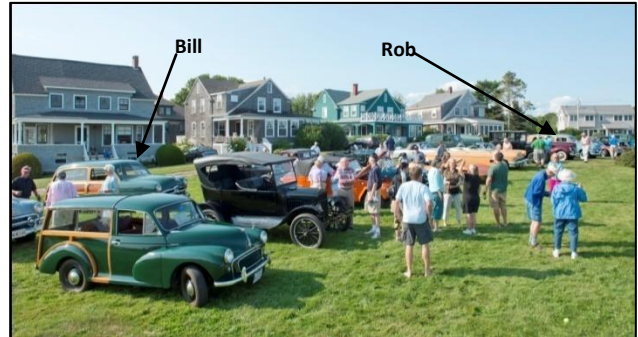
James is restoring a Model A and wants a flathead powered truck once the A is finished.

OUT & ABOUT

The First Annual Auburn Colony Car Show

By Bill Simons – Reporting from Maine

New NVRG member Rob Porter and his brother-in-law Brownie organized the First Annual [Auburn Colony](#) Car Show and invited Liz and me to bring our '49 Woodie. The cars gathered at 4:00pm on July 18th in South Harpswell, about 50 miles from our summer house in Cape Elizabeth, on a beautiful sunny and warm Maine evening. There was a great variety of automobiles from brass open cars from the teens to a 1980's Jaguar.



Bill Simon's '49 Woodie is partially visible behind the Morris Woodie and but it's nearly impossible to see Rob Porter's '40 Convertible and '51 Woodie at the far end of the line.

All the cars were from the local area. The show was held at a place called The Auburn Colony where about 10 families from the nearby city of Auburn built cottages in the 1920's for their families to spend the summer months. Most of them face the ocean which is part of Casco Bay. Lots of lobster buoys and pleasure boats are anchored in several coves visible from the lawn where the cars were lined up.



Bill didn't tell us who owns the other '51 Woodie parked beside him.

Behind the cottages is a large two story building, also built in the 1920's, where the families all ate their meals family style. It reminded me of being at camp. The building still operates as a restaurant for members and guests. We enjoyed a wonderful meal there after the show and we were pleased and very surprised that another couple at our dinner table lived just down the road in Clarendon! They were friends of Rob and on their way to Canada to do some camping. Small world!

Many thanks to Rob Porter for inviting Liz and me to this wonderful event and it was such a success

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Out continued from previous page that I believe they are planning on doing it again next year.



Bill and Rob with Casco Bay in the background.

Editor's note: this is part of an email Rob sent Bill and other participants after the show:

Thank you for participating at the vintage car event last Friday and especially for bringing your beautiful vehicles! People seemed to enjoy themselves immensely....I know that I did! We heard many favorable comments and will likely organize the event again next year. If you know of someone else in Harpswell or the surrounding area who might like to participate next year, please let one of us know.

Thanks again for your participation,
/s/Rob, Jan, Sheila, Dana and Brownie

Katie's Cars and Coffee

By Clem Clement

Weeeeeee! Bruce Metcalf of the Model A Club said we oughta go to [Katie Cars and Coffee](#) and check things out. Bruce has a Vincent motorcycle and I don't. A bit later in the week Joe, our son from Kansas City, sez he will be here Friday nite and Saturday 'til late afternoon. Ah: taking Joe in my Cabby will be a fine Saturday morning outing. Then I'm thinking about poor Ms. Sandy sleeping in until we get back home at nine, so I'm gonna need a better plan. Then Ms. Sandy sez we are going the [Tratorria Villagio](#) in Clifton for Friday nite dinner. I'm thinking another chance to take Joe in my '30 and maybe Ms. Sandy would like to ride in the rumble. Whatta plan....how could it possible fail? Well, my other son came in a few weeks ago and my plan for that visit was not well received. (We had a great time doing what we did.)

We go to Tratorria Villagio in a modern and I don't raise the subject until dinner is finished. I

figured that telling the truth would not be advisable. I pointed out that her son was very interested in high end cars and knew a great deal about them and since he would be here only one night, it would not be fair to his Mom for us men to go away for several hours disirregardless that she would be sleeping. And we would give up our early morning run in the open Model A to have her with us in the modern. Golly it worked and we had a great time. She found the coffee and then she and her son talked about Ferraris, the McLaren, Maseratis, Boss Mustangs and the such for about an hour. We left about 8 am and had eggs at the local Silver Dinner. We were home by 9:30 am happy and ready for 3 hours later on, in the Udvar- Hazy museum. Good times.



Joe and Sandy taking in the cars at Katie's.



Joe told Clem this McLaren goes for \$300k+!

FOR THE LADIES

The Tech Shop

By Gay Harrington

If there are any ladies out there who want to reclaim a corner of their garage or workshop space, I may have the answer. It's called the Tech Shop and it's a nationwide chain that offers everyone a chance to make something without having to buy every tool or machine to do it. So bundle up that 5-year-old project, place it in a box, and send your early Ford V-8 enthusiast (box and all) to the Tech Shop in
Ladies continued on next page

Ladies continued from previous page

Arlington. Then fill that empty space with your flower pots, crafts, or what-nots!

[Tech Shop](#) is a company that started out in California and has been moving from west to east rapidly. About a month ago they opened a location at 2110-B Crystal Drive in Arlington, VA, 703-302-8780, The facility used to be a CVS and they reconfigured it into clean, modern workshop spaces. They offer a variety of classes like woodshop, laser cutting, 3-D printing, welding, plastics, electronics, and textiles, to name a few.

I took a Basic Metal Shop class in June, which was a safety class and an introduction to much of the machinery they have available for metal projects. In a two-hour evening class I was able to learn to operate a horizontal band saw, a drill press, a vertical band saw, a cold saw, a grinder, and a disk sander. These were all large-scale industrial machines—more powerful than needed for our class project: an aluminum bottle opener. Having taken this prerequisite, I can use these machines if I decide to become a member. They have other machines for metalworking, as well. For example, a water jet cutter, MIG and TIG welding, a sandblasting cabinet, and an area reserved for powder coating. Okay, ladies, if you already *know* you have a better chance of winning the eight-hundred-million-dollar lottery than reclaiming *any* space taken up by your early Ford V-8 enthusiast, then maybe the answer is YOU taking a class at the Tech Shop.

If welding or metal work doesn't interest you, they have [sewing](#), industrial sewing, embroidering, [silk screening](#), leatherworking, vinyl sign making, and many other offerings. You may want to gather a few friends and have a women's night out learning something new at the Tech Shop.



The Tech Shop is accessible by Metro line (Crystal City). If you drive your car there is free parking at night in an underground parking garage that is spacious, clean, and well lit. Parking is more challenging in the daytime—and it won't be free.

Memberships can be pricey, but the best news is for you veterans out there: Tech Shop offers you a year's [membership free](#) in gratitude for your service.

RESTORATION ROUNDUP & MANY THANKS

Progress on the '39 Woodie

By Dave Westrate

We have been working on the 1939 DeLuxe Woodie Wagon for a year and a half now and as you can see from the photos we have finished the axles, springs, frame, and floor pan assembly. We have also installed new brake lines, emergency brake cable and related parts.



New England winters and metal moths had not been kind to the floor pan. The indentation in the floor is for the spare tire which mounts on the back of the front seat behind the driver.

The floor pan assembly in the Woodie has an upper deck for the third seat area and a lower part for the front and second seats. The disassembly required drilling or grinding out 28 bolts. For the lower deck we had to get new rocker panel parts from Boston (three pieces on each side). The new flat pan sections were from North Carolina and a new tube shaped piece to cover the drive shaft came with the car when we bought it. We fit all these pieces together on the frame and screwed them together with sheet metal screws.



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Both upper and lower sections were then taken to Winchester Virginia where a pro welded them together and also fabricated a new end piece to the drive shaft channel and new edges for the inner rear fender wells. Back home we welded the upper and lower decks together and made a 2x4 frame to stabilize the unit for transportation to Sterling Virginia for bead blasting and paint.



This process took seven months. I thank club members and neighbors who helped move these heavy pieces several times. Now the fun part starts which is the wood body.

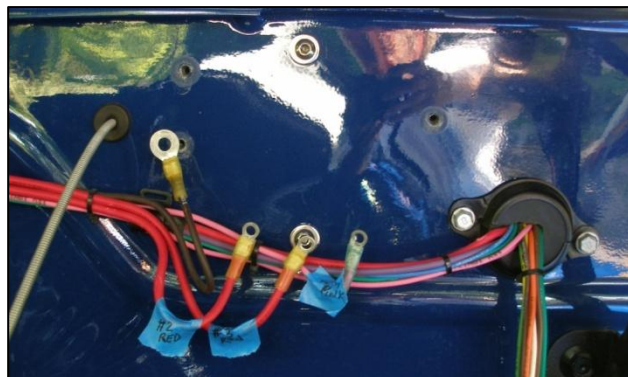
A Big Thank You, NVRG!

By Gay Harrington

In 2012 when I purchased the rusty old '49 pick up that's shining better than new now, I didn't know the Northern Virginia Regional Group existed. I also didn't know about the national Early Ford V-8 Club. Okay—full confession—I didn't even know at the time I bought the old truck that it had a flathead engine in it. I only knew it ran and it was the coolest old truck I'd ever seen, notwithstanding the rust and rot. Even when we don't have a clue what we're doing, some things just fall into place, don't they?

Recently I was having "charging" problems with the new truck. (See the June **Valve Clatter** for details. Ed.). When the NVRG guys found out I was

having trouble, I got a message from Cliff Green right away. He said Bill Simons would be in touch with me, and sure enough, Bill came over to help me out. As a bonus, I was able to meet his side-kick/wife, the lovely Liz Simons, who made me smile when she said A) this was her favorite Ford truck style and B) she loved the shade of blue. Since my truck had been converted from 6 to 12 volts and isn't intended for show competition, Bill recommended I get an alternator that looks like a generator. I did that and Bill, Keith Randall, and Ken Burns all helped getting this alternator in, wired properly, and working like it should.



An alternator doesn't use a regulator so these wires were either eliminated or rerouted to new connections. The regulator mounting screws were temporarily reinstalled in the existing holes until Gay decides how to finish off the conversion.

Keith and Ken got more than they bargained for, working in the Virginia summer heat, sun, and humidity. I was impressed at their ability to focus so long without food, fueled only by lots of cold water and a cold bottle of root beer soda! After everything was in place, Ken suggested as an additional safety precaution that I get the wiring fully checked out, which I did, and the shop said it was perfect—very neat, clean, and correctly set up. I'd really like to say "THANK YOU" to Cliff Green, Bill Simons, Keith Randall, and Ken Burns for everything they did to get "Budster" back on the road.



Budster is back home and once again ready for the road.

Roundup continued on next page

Roundup continued from previous page

Not only have I met dozens of new friends through the NVRG, I've also learned quite a bit about early Fords in the past 17 months that I've been a member. So I'd also like to send out a big "thank you" to all of you who have welcomed me in, taken time to share with me your insights and experience about the intricacies of these early Ford machines we like so much. This NVRG is truly a wonderful group of talented guys!

Heart Transplant – the Next Chapter

By Editor – photos by Cliff Green, Gay Harrington and Editor.

Regular readers of the *Valve Clatter* know that I've had some recent engine troubles with my green '41 Woodie. The back story is that the motor I had had rebuilt out in San Diego back in the mid-70s was running fine but smoking so badly that I finally decided to do something about it. I had a freshly rebuilt motor/transmission for the black '41 Woodie I'm restoring just sitting around gathering dust so several years ago I put that motor/transmission in the green Woodie and enjoyed many carefree, reliable miles of touring.



The engine/transmission that belonged in the black Woodie about to be removed after proving to be a strong and reliable runner.

As work progressed on the black Woodie I was confronted with having only one properly running engine and two Woodies. After doing due diligence I decided to have my engine rebuilt by NVRG member Allen Ponton in down in Charlottesville. Keith Randall transported the engine and me down to Allen's and provided return transport as well. Once last year's touring season was over I pulled the engine from the green Woodie and stuck it in the black Woodie. Since I'm sort of anal compulsive about '41s I wanted the engines back where they came from – and yes, of course there is a difference between early and late '41 motors – the early cars

such as the green Woodie had only one tapped water outlet in the right hand cylinder head (like '38-'40 heads) while late '41s had both cylinder head bosses drilled and tapped for both a temp sending unit and a water heater. Also the numbers on the transmission that came with the black car matched the frame number (Yes, I'm that crazy).



The freshly rebuilt engine is mated to the 1948 Mercury transmission that was in the Woodie when I bought it back in 1969.

In late winter Cliff Green and Bill Selley came over and gave me a hand installing the rebuilt motor in the green Woodie. Everything went smoothly and I had everything buttoned up in short order. Keith Randall came over and helped me reinstall the hood. The engine started right up and I drove around for 15-20 miles. Everything seemed fine so I parked the Woodie in the garage and went back to work on the black Woodie. The day before the Poker Run I decided to give the car one last test drive. I was at the end of my street when I heard a loud and unsettling bang and noise from under the hood. The *May Valve Clatter* told of my initial diagnosis and the picture on page 9 of last month's issue shows real culprit – the exhaust valve for the #8 cylinder broke and destroyed the piston.

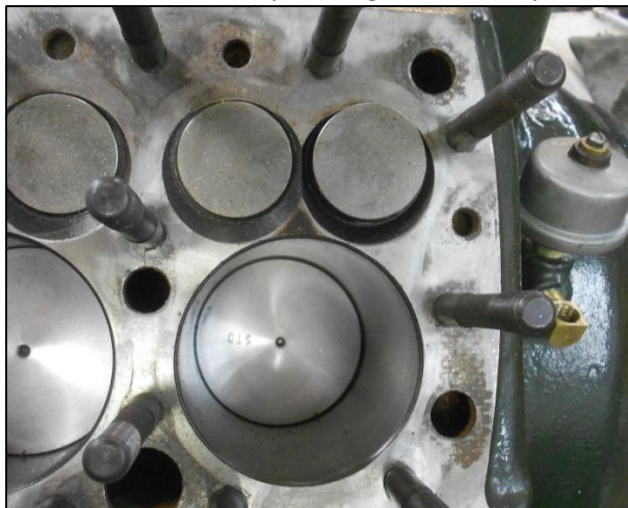
I called Allen and gave him the bad news. He told me to bring the engine down to him as soon as I could and he'd get right on it. Just before the Eastern National Meet I put out a distress call for help hauling the engine back to Charlottesville. Dave Westrate answered my plea and we delivered the motor to Allen. Allen is a real stand up guy: he was most apologetic about the failure, said he'd repair everything for free and insisted on reimbursing me for gas.

Close examination of the left cylinder head showed that the valves in both the #5 and #8 were striking the head. It turns out that the left head had been milled a total of 0.055" and the right head

Roundup continued on next page

Roundup continued from previous page

0.040" some time in the past. Because Allen was building a basically stock motor he randomly clayed combustion chambers on either side. As fate would have it, the ones he had clayed on the right side were fine but the ones he hadn't clayed on the left were way too shallow. Allen found a nice set of used heads and checked to see how much they had been previously milled. After everything check out he de-rusted them and had them decked. Fortunately, the valve failed when the engine was running at low RPM rather than out on the highway and I killed had it immediately, thus the cylinder bore hadn't been damaged. The bore was lightly honed, the connecting rod and bearing checked for trueness and damage and a new piston and rings were installed in the #8 cylinder bore. Also eight new valves were installed in the left cylinder bank. Shortly after the ENM Allen called to say the engine was ready.

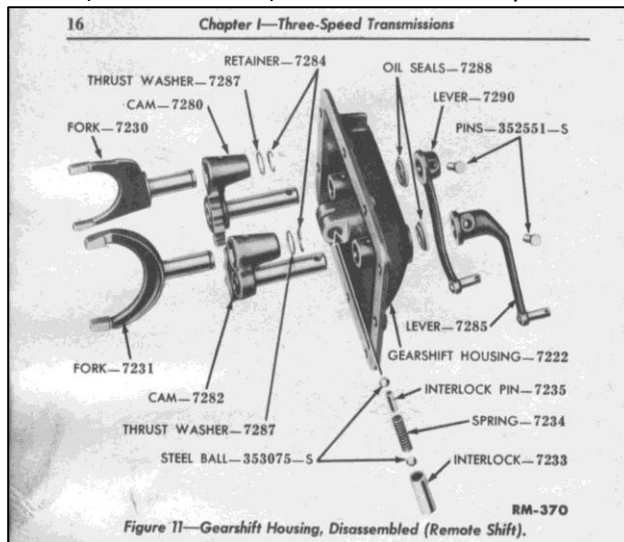


Now this looks much better than the picture on page 9 of the July VC.

Again a call for transport help went out and Bill Potter volunteered. I called Maurie Roesch and told him Bill and I were coming to Charlottesville to pick up the motor. Maurie told us to stop by his house in Keswick and he'd treat us to lunch. On the appointed day we first drove down to Keswick and had a wonderful lunch with Maurie and then the three of us head to Allen's place in Charlottesville.

After introductions and some bench racing Maurie headed home and Allen, Bill and I loaded the motor into Bill's truck. Once back home I installed the starter motor, the engine steady rods and re-torqued the heads. While the engine was down with Allen I installed a newly rebuilt, low mileage '41 transmission in the green Woodie. The transmission rebuild went smoothly – all the gears, thrust washers and bearings were in excellent shape – my main

concern was to build a transmission that wouldn't leak fluid, particularly from the side mount shift levers. It should have been an easy operation according to the disassembly instructions in the Transmission Repair Manual (Form 3697-47). It says "Remove the pin (352551-S) that secures the shift levers (7920 and 7285) to the cams." If only!



I ground off the head of one pin and tried to drive out the pin. It wouldn't budge. After several other methods failed, I capitulated and took the side case to the Fairfax Auto Parts Machine Shop. They ended up drilling out the pins. After all that let's hope the new seals stop the leakage.

With everything finally prepped for installation I sent out a list server call for help putting the engine back in. It's really only takes two or three people to drop the engine back in but I invited anyone who wanted to turn a wrench, instruct others about what we were doing, learn how from those with experience or just do a little bench racing and socializing. I was overwhelmed by the response I got. Some folks were so anxious to help they even showed up 15 or 20 minutes early.



Ready to go: Paul Malandrino, Keith Randall, Dave Westrate, Nick Arrington, Gay Harrington, Ken Burns, Jim LaBaugh, Hank Dubois, Bill Selley, Clem Clement and Chris Findlay. Cliff Green took the picture.

Roundup continued on page 18, 2nd column

KATIE'S CARS & COFFEE and the BILL LIGHTFOOT COLLECTION

August 23rd

- ✚ 7:15 - Meet at Fair Oaks Mall
- ✚ 7:30 - Depart Fair Oaks Mall
- ✚ 8:00 - Arrive [Katie's Coffee House](#), 760 Walker Road, Great Falls for the weekly [car show](#)
- ✚ 9:30 - Depart Katie's Coffee House for Bill Lightfoot's home, 2237 Hunter Mill Road, Vienna
- ✚ 10:00 - Arrive at Bill's
- ✚ 12:00 - Depart Bill's for lunch at Bob Evans, [10443 White Granite Drive](#), Oakton
- ✚ Sign up at our monthly meeting on August 12th or contact Art
- ✚ Questions or more info: Art Zimmerli viewtown@cox.net or (703) 323-1774

Annual Drive-In Movie Tour

September 20-21

Stephens City

- ✚ We'll be staying at the Comfort Inn (the Holiday Inn is already booked). Luckily, the Comfort Inn (540-869-6500) still has enough non-smoking rooms to handle us. They have 5 doubles and 10 kings set aside for us. The price is \$70.00 plus tax for either room if we use all 15 rooms. If we use less than 15, the price will be \$75.00 plus tax. They also have complimentary breakfast and you can bring 1 or 2 pets for an extra \$10.00 per pet.
- ✚ Saturday 9/20 - Depart from Fair Oaks around 1:00 pm, drive to Stephens City and check in at the hotel before 3:00 pm, 5:00 pm dinner at the Butcher Block Buffet then on to the drive-in theatre before dark (around 7:00 pm).
- ✚ Sunday plans still tentative - something we can do for a couple of hours on Sunday morning then lunch at a nice restaurant before driving back.
- ✚ Contact Hank Dubois for more info or questions handcdubois@verizon.net or 703-476-6919 (H)

NVRG ANNUAL FALL MEMORIAL TOUR

October 24th to 27th

That's right: our first 4 day – 3 night tour – be prepared for a full itinerary!

✚ This year's fall trip will include Appomattox Court House National Park, Poplar Forest, Natural Bridge, D-Day Memorial, Lexington, Robert E. Lee Chapel and sarcophagus, Virginia Military Institute's George Marshall Museum, and Stonewall Jackson's home.

✚ Our first stop will be Appomattox Court House. We'll have an early lunch at the historic Babcock House before touring the National Park. We'll see the famous McLean house where Robert E. Lee surrendered to General Grant. And then we'll visit Poplar Forest, the personal retreat of Thomas Jefferson. The Natural Bridge Conference Center Hotel is our tentative overnight stop and will include dinner, breakfast, and the sound and light show "Drama of Creation." The show will be staged at the Natural Bridge in the evening. On our second day, we'll visit the D-Day Memorial at Bedford. After lunch at Liberty Station, we're off to Lexington and the Washington and Lee Campus. Its famous president is buried with his family in the Robert E. Lee Chapel and Museum. The Stonewall Jackson home offers insight into the life of its famous general, and the George Marshall Museum will refresh your memory concerning World War II. We'll dine at the Sheridan Livery Inn in Lexington.

NORTHERN VIRGINIA REGIONAL GROUP AUTOMART



For Sale – 1940 Ford NOS stabilizer bar - \$100; pair original skirts, VG - \$500; '40 Dealer's Album, excellent - \$550; pair rear axle shafts, VG \$100; new heavy duty California Car Cover for '40 coupe, \$75; pair running board covers, never used, \$50; STD Gauge Cluster, like new, \$225; collection of over 50 pkgs/boxes of small parts for '40, \$150 for all. **Jason Javaras**. JJsFords@verizon.net, 540-786-5819 8/14



For Sale – From the Jerry Hill Estate – '40 Mercury engine – rebuilt with all NOS Ford parts from fan to flywheel; 80lb Melling oil pump; Johnson adjustable lifters; large crankpins; new clutch and pressure plate – \$4,600. Restored KRW Engine Stand – \$3,500. **Nick Arrington** nta1153@verizon.net or 703-966-8422 8/14



For Sale – 1948 Mercury 4-door Sedan. Rebuilt flathead V-8, frame; brakes, radiator, heater, radio, gas tank redone, bumpers re-chromed. Body needs refinished. \$7,500.00 Nego. Extra parts and trim available. Also two 1934 17" Wire Spoke Wheels with Firestone Knobby Tires 525-550x17 \$75.00. **Harry Foor** – Western Maryland, 301-689-9184, hwfoor@verizon.net 5/14



For Sale – 1940 Ford Deluxe Tudor Sedan. Reliable driver. Original except for 12v electrical system including electric wipers, turn signals, high torque starter and PowerGen. Fresh engine, clutch, and transmission. New dual exhaust system. Brakes redone as well as steering. The body is original and in original paint except for some touch-ups. LeBaron Bonney interior including headliner. Low mileage 600 x 16 Cokers. All exterior trim, chrome and bumpers, running board covers, replaced with Drake repros. Dash is refinished as original. \$20K OBO. **Bill Tindall** 804-818-3595 (H) or cell 804-972-9570 or earlyfordguy@yahoo.com 12/13



For Sale – 1940 Ford Deluxe Coupe. All original

metal, 34,050 original miles, 1,375 since restoration. Mandarin Maroon, whitewalls, all wheel rings, radio and heater, skirts, headers, duals. Always a trophy winner. \$49,000. **Jerry Bowie** 540-687-6610, 540-295-0644 or Coachnuts@earthlink.net 07/13



For Sale – 1936 Ford Convertible Sedan (trunk version). 80% restored – needs completion. Call for full details. **Wayne Handy** 840-746-1376 07/13



For Sale – 1951 Ford F1 Panel Truck – All original survivor. Needs body work and paint but no large dents or structural problems. Much mechanical work already completed. Many extra parts. I'm asking below average \$9,600 but will consider a sincere, reasonable offer. **Allan Edwards**, P.O. Box 2215, Front Royal, VA 22630 – 540-635-6865 (P) or 703-408-8372 (C) 11/10



For Sale – Sandblaster purchased from Eastwood and a sandblast cabinet purchased from Tractor Supply. The sandblast cabinet has never been used – \$125. Welder with both oxygen and acetylene tanks. It also includes two welding tips plus a cutting torch. I will also throw in a package of steel rods, brass rods and aluminum rods – \$125. Other miscellaneous 1953 Ford parts. **Tom Shaw** – 703-771-9374 7/14



For Sale – 1933-34 Parts: 40 year collection of small and large parts left over from 2 frame off restorations. Engine parts of all kinds; 3 21 stud blocks – complete; 3 rear ends and a complete front end; 1 rebuilt '34 radiator; 2 transmissions and 4-5 sets of used gears up thru 1939. Many brake parts. Set of 16" wheels. Adapters to install a 51-53 Flathead in '34 frame. Act now, they're going fast. Put these parts to good use – I won't be restoring another 1934 Ford. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407 – 540-847-3363 7/14

Automart continued on next page

Automart continued from previous page



For Sale – Ford crest polo shirts. Anyone interested in a polo shirt with the 1950 to 1955 Ford Crest on it? The crest is different than the one on the shirts I previously sold and is more representative of the actual crest. The shirts are made of pique cotton polo. I am trying to determine if there is any interest. I am guessing that they will be in the \$20 dollar range. Let me know if you are interested and I will contact you for color, size and quantity. **Bob Belsley** – BsBelsley@aol.com. 7/16



Wanted – ‘32-‘34 spring perches; ‘37 Deluxe horn button with light switch rod. ‘37 front brake cables (original or used, any condition). **John Ryan**, john@ryanweb.com 703-281-9686 or 301-469-7328 8/14



Wanted – 1935 or 1936 Ford roadster. Paul Malandrino, jpmalandrino@yahoo.com, 703-323-6060. Fairfax,VA. 8/14



Wanted – Discarded pancake style (59AB type) distributors just for the 11A weights. I have orders to fill – plenty of NOS shafts, but no more weights. **Cliff Green** 703-426-2662 or cliffgreen@cox.net



Wanted – Bracket for trumpet horns used on ‘46-‘47 Fords. **Jason Javaras**. JJsFords@verizon.net, 540-786-5819 8/14



Wanted – For 1935 Ford closed car: the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 – Jeberly4@comcast.net 7/14



Wanted – Anybody got a decent ‘35 Ford horn they want to sell? I have a decent can - the guts are beyond rebuilding. – **Nick Arrington** nta1153@verizon.net or 703-966-8422



Wanted – 1938 Ford sedan delivery. Nice original; older restoration or project with decent sheet metal. **Bill Potter** 301-466-2610 (C), Thanks. 03/12



Roundup continued from page 15

In the past, I had installed the engine and transmission as a unit – pretty easy because the ‘41 has a deeply notched front cross member and a longer engine compartment than the earlier cars. This time I went about it with the transmission already in the car and had a lot more difficulty than usual. After numerous failed efforts, Cliff Green and Bill Selley came up with correct answer and we all heard that beautiful “THUNK” as the engine and transmission mated up. The main problem was difficulty was caused by the fact that I had the transmission coupled to the torque tube but hadn’t secured it to the frame, thus the angle between the engine and transmission was difficult to stabilize. If I had had an [engine leveler](#) I’m sure the job would have gone much quicker.



The engine begins its journey back into place.

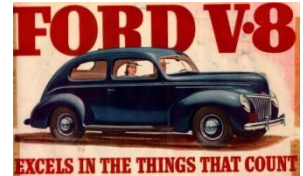


Finally in place and some additional parts have been installed.

A big **THANK YOU** everyone who has helped me thus far during the heart transplant saga. See you on the Flathead Highway to Happiness soon!



NVRG Calendar



<u>August</u>	
12	Membership Meeting – 7:00 pm – Nottaway Park – Program: 1939 Fords, Mercurys, Lincolns and commercial vehicles. Dave Westrate, John Sweet and Dave Gunnarson. Refreshments: Ray Lambert
19	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net if you plan to attend.
19-22	Central National Meet – Springfield, IL. Late registration fee waived!
23	NVRG Tour to Katie’s Cars & Coffee and then a garage tour of Bill Lightfoot’s collection. See page 16 for details.
26	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
26	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>September</u>	
1	Clifton Lions Club/Custom Cruisers of Northern Virginia 15th Annual Labor Day Car Show – Historic Clifton – better get there at sunrise for a good parking space! – more info here .
9	Membership Meeting – 7:00 pm – Nottaway Park – Program: The Bonneville Experience – Warren Barbee. Refreshments: Cliff Green
20-21	Drive-In Movie Night at the Family Drive-In , Stephens City. See page 16 for details.
TBD	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net if you plan to attend.
30	NVRG Board of Directors Meeting – 7:30 pm @ Country Club of Fairfax. All welcome to attend.
30	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>October</u>	
5	57th Annual Antique Auto Muster at the Armed Forces Retirement Home – Caravan leaves from Pan Am Shopping Center @ 8:00 AM sharp – contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net if you plan on caravanning with us. We don’t want to leave you behind!
7-11	What Else but Hershey? – Join the usual suspects for Breakfast and/or Happy Hour at the Flathead Bar & Grill. Also join the NVRG gang for dinner at local restaurants. Contact Cliff Green cliffgreen@cox.net to sign up for the various activities.
TBD	Hershey Wives’ Luncheon – Join us for the fabulous luncheon buffet or order off the menu at Brion’s Grille – we’ll meet there at noon – contact Helen Burns for reservations at helenandken@verizon.net or by phone only at 703-978-5939.
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: 2014 Hershey Review – Jim McDaniel and the usual suspects. Refreshments: Steve Groves
TBD	Caffeine Double Clutch Breakfast – join us for breakfast and great conversation at the Fair Oaks Silver Diner at 9:30 AM. Drive your V-8 – there will be parking spots reserved for us. Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net if you plan to attend.
24-27	Annual NVRG Fall Memorial Tour – Save the date for our annual Fall tour. This year we’ll be heading South to the Natural Bridge and environs. See page 16 for more details.

Down the Road



✚ December – Holiday Gala



2014 Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



President: Jim McDaniel - 703-569-6699					
Vice President	Bill Simons	703-536-3648	Tours – Team Lead	Hank Dubois	703-476-6919
Secretary	John Ryan	703-281-9686	Tours – Member	Art Zimmerli	703-323-1774
Treasurer	Wayne Chadderton	703-435-1142	Tours – Member	Bill Simons	703-536-3648
Membership	Dave Gunnarson	703-425-7708	Property/Refreshments	Mark Luposello	703-356-3764
Programs – Team Lead	Joe Freund	703-281-6282	Historian	Don Lombard	703-690-7971
Programs – Member	Eric Sumner	703-860-1916	Webmaster	Cliff Green	703-426-2662
Programs - Member	John Sweet	703-430-5770	Newsletter (Valve Clatter)	Ken Burns	703-978-5939
Fairfax Show	Dave Westrate	703-620-9597	Sunshine Committee	Keith Randall	703-620-9597

August Program: 1939 Fords, Mercurys, Lincolns and Commercial Vehicles

Mark your calendar! The August Meeting is on Tuesday, August 12th at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



FIRST CLASS MAIL

**Regional Group 96
 Early Ford V8 Club
 Post Office Box 1195
 Vienna, Virginia, 2218**