

Northern
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Group



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Value Clatter

Early Ford V-8 Club of America



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Ken Burns - Editor

FAIRFAX 2015

Another Great City of Fairfax/NVRG Car Show!

By Cliff Green, pictures by Cliff Green, Gay Harrington, John Sweet and Randy Sayles



Great weather on May 16th brought out lots of cars, including many we'd never seen before.

Build it and they will come! Dave Westrate and his NVRG crew along with the folks from Fairfax City Hall, namely Joanna Ormesher, (Executive Director, Fairfax Spotlight on the Arts) did just that. After months of planning, the 18th annual car show on Armstrong Street in front of City Hall became the playground for over 100 interesting cars. The country band provided the music that drifted over the emerald green lawns serenading the multitudes of vintage car enthusiasts. Of course the weather was just perfect as it has been for at least ten years in a row - far enough back that no one can remember if it ever rained on our parade.



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Up Front with the President



June 2015

We're still getting some cooler mornings, but it looks like the dog days of summer may not be too far away. It should be good weather for the next month or so, so let's get the V-8s out and enjoy them while we can. BTW, the Eastern National Meet would be a great opportunity to get them out on the road while the weather is still mild. We have a pretty good contingent of cars forming a convoy and driving down to Concord, NC, for the meet. If you're interested in joining in the fun, contact **Bill Simons** for the departure/convoy details. They'll be leaving early Monday morning (June 8) from our normal gathering place at Fair Oaks Mall.

Just to follow-up on my report last month of my recovery from open-heart surgery, it's been six weeks now since the operation and I'm doing very well. My recovery is progressing just fine and the doctors are happy with where I am in the healing process. I attended both our last membership meeting and our BOD meeting, and all went well. I drove again for the first time this week (power steering only for now). Again, I'd like to thank everyone for all the well wishes I've received. I truly appreciate it. My thanks (again) go out to **Bill Simons** for stepping up to the President's duties while I was recovering.

The Fairfax Car Show was another great success thanks to the leadership and direction of **Dave Westrate**. A lot of Club members helped in many areas. See the write-up in this issue. Thanks Dave.

I'd like to thank **Gay Harrington** for all the good work she's doing as our membership chair. She brought in another new member this past month (see page 12) and our membership is now up to 146. Great job Gay.

We have several interesting and fun events planned for you this summer. First, while not our sponsored event, we have the annual Sully Plantation car show on Father's Day (June 21). We always make this an informal club event and bring picnic lunches and visit with our lawn chairs in a big circle under the shade of the old oak tree. If you haven't attended in awhile, come on out and join in the friendship and fun.

Our June membership meeting falls during the Eastern National Meet, so we'll **NOT** have a meeting in June. But, we will review the stories and photos of our members at the July membership meeting. It's always a fun program as we hear and see what kind of trouble we got into and what new "treasurers" we found.

As I mentioned last month, on Saturday, August 29, NVRG member **Jim Cross** and his wife **Edna** have graciously agreed to host our annual NVRG summer picnic at his farm. If you've never been to Jim and Edna's farm, you are in for a real treat. Jim is a very skilled craftsman and restorer (among other things). He and Edna own 20+ vehicles ranging from very early Model-Ts and Buicks, four or more early V-8s, and various other collector cars. Jim is offering us an excellent venue for our picnic, and it's something you don't want to miss. Thanks to **Art Zimmerli** for volunteering to be our point man, coordinating the picnic details.

Saturday, September 19, is our yearly trek to Stephens City, in the Shenandoah Valley, for an overnight tour and open-air Drive-In movie night. We'll be joining them on the night they also have a larger car show, so there will be lots of other antique, vintage, and modified cars there to enjoy. It's a nice easy drive in the old cars and there's always a lot of company (and help) should you have any trouble on the road.

Other upcoming activities include our annual ice cream social in August, organized by **Dave Gunnarson** and combined with **Nick Arrington** conducting our parts auction, (we donate the proceeds to the Early Ford V-8 Foundation's Museum); an October tour to the Armed Forces Retirement Home car show; a tour to Marshall Ford in Marshall, VA (they're celebrating their 100th anniversary in the same building) and our fall overnight tour to beautiful western Maryland and southern Pennsylvania. The dates are October 23, 24, and 25. **Wayne Chadderton, Don Lombard, and Bill Simons** are planning and coordinating the tour. Mark your calendars and come out and join us.

Jim

Jim "High Sheriff" McDaniel

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The usual suspects were in attendance including the Fire Department's "Smoke House Demo," the National Capital take-a-part Model T (which incidentally was the recipient of the "Best Early Car" award), Interstate Van Lines # 71 NASCAR, various vintage Fairfax County police cars (including a 2008 pink cancer awareness vehicle) and the same guy in a '32 hot rod who try's to sneak in without paying the registration fee every year!



Buddy Morrisette brought out his Interstate Van Lines #71 NASCAR.



The Fairfax County Police Department's Breast Cancer Awareness car was on hand. Many folks in attendance had the opportunity to sign the car to show their support for the fight against breast cancer.

Our show this year had a new event that generated a lot of interest. A team of five automotive students from Hylton High School in Prince William County, VA, performed a timed complete tear down of an engine to the crankshaft and then reassembled it using proper torque specifications and lubrication. The team consisted of four students working on the engine block and one on the bench where parts were placed and retrieved during the reassembly. The bench person, Wes, is club member Roy Judy's grandson. It was fascinating to watch how fast the team worked as they shouted coordinated instructions at each step in the twenty minute procedure. The team performed twice during the show as the spectators watched in amazement at their skill and speed.

The Hylton High team has done so well that they have qualified for the national competition in

November at the SEMA (Specialty Equipment Manufacturers Association) annual show in Las Vegas.



We wish these kids the best of luck at the SEMA show in Las Vegas.

Everyone agreed that the variety of cars this year was outstanding, plus the addition of many cars that we have not seen before. And the crowd favorites continue to come to our show because "It is such a beautiful and laid back atmosphere."



Lots of shade and grass make this a great venue.



Dennis Murphy's 1936 Pickup was a first-timer at the show.

Highlights: We may be the first car show in the area to have a drone flying overhead during the show. Although not a vintage piece, owner/pilot and Model Aer Phil Foss, also brought along a model of a 1931 Pitcairn PAA-1 autogiro decked out in period-correct Detroit News colors. You can watch Phil's [early morning flight](#) around the Model As assembled

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FFX continued from previous page on the City Hall driveway. Right after takeoff you'll see Phil's model Pitcairn sitting on a stand.



Phil's model and...



the real thing on display in The Henry Ford in Detroit.

More highlights: Wayne Chadderton won the 50/50, something like \$156! ; the bluegrass band left with their PA system and the Fairfax County Police Department came to the rescue of MC Bill Simons with a Crown Vic equipped broadcast system; the sponsor of "Best Engine " awarded it to Jason Javaras's 1971 Ford F-150; member Steve Zimmerli's '68 Mustang was picked "Best of the 60's" and the sponsor of the "Best of the 30's" gave it to Dave Blum's 1939 Lincoln Zephyr. See the complete award list on page 6.



"Pull over and keep your hands where I can see 'em, er, I mean the winner of the Best of the '30s trophy is David Blum."



David Blum accepts his trophy from FFX Show Chair Dave Westrate, filling in this year for recovering NVRG President Jim McDaniel.

This event could not come off without the extraordinary chairmanship of Dave Westrate and his support crew plus the much appreciated cooperation from Fairfax City Hall – or maybe that is backwards – City Hall puts on the show and we provide the ingredients! Everyone agreed that collectively we pulled off a good one!



Just a few of Dave's "Crew" – Bill Simons, Jason Javaras, John Sweet, Steve Zimmerli, Vern Parker, Don Pauley, Art Zimmerli, Keith Randal and David Blum.



Dave and his #1 supporter.

Fun and Surprises

By Gay Harrington

The Fairfax Car Show on May 16th was full of fun and surprises. The weather was originally predicted to become rainy in the afternoon, so the first surprise was that it turned out to be sunny all day. Everything shines more in the sunlight. The whole area was lit up and twinkling!

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The paint and heavily chromed engine on Johnny Pappas' '57 Chevy hardtop not only twinkled but the car won the Best GM Product trophy.



What I love about antique and classic cars is the variety of designs and styles, the attention to unique details, the use of durable materials like metal, canvas, chrome, and wood. And let's not forget *the colors*. Today's cars seem to compete for the least interesting profile and the least appealing color. Non-colors (black, gray, white) in various shades and finishes are the cars we routinely see on our roads. At this year's Fairfax Car Show there were lots of vibrant colors, and the vehicles were stunning in the sunlight. Various shades greens, blues, reds, oranges, and yellows were everywhere. There were stand-out colors like copper, pink, gold, and turquoise. There were two-tone paint jobs. There were glossy, precision-fitted woods with interesting grain patterns. Some cars were so shiny that they looked as if they'd been dipped in lacquer that was still wet. Even the "non-colors" were very interesting on the antique and classic bodies, enhancing the sculpted lines of these old cars and trucks.



John Liebermann's '55 Sunliner's color combo isn't boring.

The blue grass music always adds to the fun, and watching that Model T come together so quickly by the team is a work of skill and art. Henry Ford would probably have liked this demonstration a lot because it really showcases the simple practicality of his Model T car design.



The Model T Club re-assembly show is always a crowd pleaser.

The addition this year of Hylton's five-student engine building team was a welcome surprise. They moved quickly and in a coordinated effort to tear down an engine to its crankshaft then reassemble it using proper torque specifications and procedures, also setting or lubricating key components. They beat their own best time of 21:14 by nearly two minutes as we watched.

The trophies are always fun. They bring plenty of smiles and surprises each year. An additional surprise was Bill Simons announcing the winners over a Fairfax Police cruiser's public address system in the absence of a sound system!

Throughout the show, I had fun talking to hobbyists, enthusiasts, and collectors alike—everyone has a different story, and they are all interesting to hear.

Dave Westrate's expert planning and attention to detail made this year's Fairfax Car Show an outstanding success and a whole lot of fun! Making good memories is a precious gift. So thank you, Dave and everyone who chipped in to make the day memorable!



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There's nothing boring about the lines or colors on this 1935 Buick resto-rod.



Best of Show
1933 Packard – Hal Hermann
Camper’s Trophy & Awards



Mayor’s Choice
1953 Buick Skylark – Ted Marr
Camper’s Trophy & Awards



People’s Choice
1978 Oldsmobile – Dan Grulke
Camper’s Trophy & Awards

Best Early Car
 Best Model A
 Best of the 30s
 Best of the 40s
 Best of the 50s
 Best of the 60s
 Best of the 70s

Personal Touch Jewelers
 I.O. Gestalt, Inc.
 Bill Worsham – State Farm Insurance
 Printing Ideas
 Bubba’s Rods and Customs
 Old Firehouse Restaurant and Bar
 Weber Tire

Model T “Take-a-part” Car
 1930 Model A – Phil Foss
 1939 Lincoln Zephyr – David Blum
 1946 Plymouth – Steve Gagnon
 1957 Thunderbird – Rick Healy
 1968 Mustang – Steve Zimmerli
 1974 Karman Ghia – Don Plumb

Best of the 80s
 Best Hot Rod
 Best Commercial
 Best Import
 Best Ford
 Best GM

Fairfax Auto Parts
 Sterling Hot Rods
 Fairfax Towing
 Business Investment Group
 Hard Times Café, Fairfax
 Twins Ace Hardware, Fairfax

1981 Corvette – Olin Simmons
 1939 Chevy – Richard Harrison
 1949 Willys Overland – Jay Blackwell
 1958 Jaguar Rdstr – Bob Williams
 1955 Thunderbird – Jim Chelsey
 1957 Chevy BelAir – Johnny Pappas

Best MoPar
 Best Orphan
 Best Paint
 Best Engine
 Best Interior
 Best Sedan
 Best Convertible

Safford Jeep & Chrysler, Springfield
 Foster Management
 Quality Auto Body, LLC
 Business Benefits Group
 Reliable Property Management
 Rust Insurance
 Interstate Van Lines

1971 Dodge Demon – Al Groyer
 1947 Packard – Tom Bradly
 1975 Thunderbird – Steve Warner
 1970 Ford F-150 – Jason Javaras
 1961 Ford Galaxie – Mike Bailey
 2008 Pink Chevy Malibu - FCPD
 1965 Mustang – Lyn Adams



Some other scenes from the show: Bill Simon’s recently purchased ’49 Convertible, a Beemer in FCPD livery was confiscated from drug dealers, some As in the shade, a nice ’46 Plymouth coupe, the bluegrass band and a big Packard.

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I Was Thisssss Close to Winning a Trophy!

By Clem Clement

Another great Fairfax Car show thanks to Dave and his crew.

I arrived in a two ship with Jim Chesley. Ms. Sandy decided that I should bring my '39 pickup so I did. Lots of folks enjoyed the folksy-look and the chicken ranch-style regalia and paraphernalia on the '39 named "Uncle Raeman." (no live farm animals were injured, frightened or caused psycho-stress during this adventure. One chicken did lose a tooth, tho).



Jim Chesley's '55 T-Bird took the Best Ford Trophy.

I loved the 1945 Pickup truck Phil brought. He thinks it was a farm truck to begin with. He said farmers and the government could get 1945 trucks. Interesting that it did not have wind wings. I thought 1940 and after, wind wings were installed.



A major failure during the show prevented my '39 from any chance of a trophy. I am so devastated I can hardly type (More beerz please Ms. Sandy...). More on this unpleasantness later. After the discovery Eric Sumner kindly took a ride with me to listen to the growlings from the gear box/uni. He had to hide his face in his hat to be sure no one saw him in a truck with such a herganormous defect. (Eric thinks the uni is OK, but there may be some worn bearings. I picked up a '37 gear box with '39 gears in it which I hope to install sometime).

The failure was.....SEVERE LEFT REAR CURB

SCRATCHER FAILURE!!! on scene at the show... can you imagine my horror in finding most of the curly wire lying in the street behind my truck?! It was attached and touching the curb when I parked. We limped home all alone in shame suffering from the bumsttudtedness of it all.

More photos on line courtesy of Dave Westrate's friend Randy Sayles. [Click here.](#)

MAY MEETING PROGRAM

Joe and Gay and Ken and Clem and John and Cliff – If They Only Knew Then What We All Know Now

By Ken Burns

Boy, that sure sounds more like the title of a sleazy, cheap romance novel than a report on our May meeting. What it really refers to are the six members who described their path from finding their first vintage car to where they are today as members of the NVRG. Some are old hands at V-8s and the NVRG, others are newer members of the NVRG, some even new to both the hobby and the NVRG. No matter how they got there, they all arrived at the same destination and found both a wonderful hobby and a great bunch of people. Joe Freund, Gay Harrington, Ken Burns, Clem Clement, John Sweet and Cliff Green described how they got into the V-8 world, how they ended up with a V-8 or HV-12 (or in Clem's case his Packard), and the things they've learned along the way. I have often described buying a V-8, joining the National and a Regional Group (not necessarily in that order) as sort of like being Alice in Wonderland – most folks can't imagine that this completely different world of vintage cars even exists but once you go down the rabbit hole there it is in all its splendor.

Joe started the evening off by recounting how he had a couple of "starter" vehicles. The first was a '61 Ford Econoline "Station Bus" that he purchased for \$375, got it roadworthy, used it until it was stolen and vandalized. Just replacing all the busted out windows was going to cost more than Joe had invested in the van.



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Joe's next step was buying a 1963 Volvo 544 – you know, the ones that look like a 1946-8 Ford Tudor Sedan. Joe stepped up his game – a year newer and costing a whopping \$400 this time.



Finally in 1999, Joe took the plunge and bought a fully restored 1948 Super DeLuxe 6 cylinder Tudor Sedan from Bob Weiss, a close friend up in Westport, CT.



Joe and Bob with the Tudor at the Hershey show in 2004.

Joe provided us with a full description of Fords for 1948 including production figures, the early production line stoppage to change over to the all-new 1949 Fords, how to differentiate between the DeLuxe and Super Deluxe models, and specs on the rare 6 cylinder motor since the vast majority of cars built came with the more common V-8. Joe wasn't specifically looking for an early Ford but jumped at the chance to own one when the right one came his way.

Next up was Gay who arrived in our midst via an entirely different route. In a great multi-media PowerPoint presentation Gay walked us through how she arrived in our midst. She said she'd always been interested in cars since childhood. Her grandfather, Lester Harrington, was an independent used car dealer in Hartford, CT, and she had fond childhood memories of visiting his showroom, posing as a child climbing on the bumper of a post-war Chevy and helping Lester wash and chamois his big finned Chrysler Imperial. She also spoke with great respect

about her father Bud Harrington, a WWII veteran and career Naval Officer.



Lester Harrington's dealership is all decked out for Christmas in this colorized picture.

Gay told us that when she graduated from the FBI Academy that she really wanted a Toyota Celica coupe but financial reality made her settle for a basic Corolla instead. The good news was she became well versed in a standard floor shift transmission. Once Gay retired from the FBI she decided she wanted a truck and she wanted to build/restore it as a tribute to her father and grandfather. She'd call it "Budster" by combining their first names and it would be red, white and blue as a tribute to her father's service to our great country. Her search eventually led her to the purchase of a 1949 Ford F-1 that needed a lot of TLC.



The "Budster" when Gay first saw it.

Armed with little more than iron determination and the internet Gay eventually found a shop in Grants Pass, OR, that would take on the job of rebuilding the motor and coordinating the body work and myriad other things needed to bring the "Budster" back to life. Favorable hourly labor rates compared to our area made it economically feasible to have the truck transported to Oregon and

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Six continued from previous page returned. In course of working with Larry Halcomb, Gay learned of the Early Ford V-8 Club which eventually led her to our Regional Group.



Definitely looking much better now!

As the restoration neared completion Larry asked Gay if she had a suitable place to keep the truck. Well we all know how this goes – I guess it's about time to check some measurements – nope it won't fit – time to expand the garage or find a new house. Gay was lucky enough to have enough time and enough room to expand the garage to fit her needs before the "Budster" arrived home. Gay said she probably went into the old car hobby entirely backwards but learned a lot and is glad she found the NVRG.



The "Budster" at our recent car show. Mission accomplished!

Ken Burns followed Gay and talked about why we buy vintage cars and what we ought to consider before diving down that rabbit hole. He listed a number of reasons why we have antique cars. Among them: our fathers were in the hobby, we now have the time/money, we had one when we were teenagers, our parents had the clunky four door sedan and we wanted the sexy convertible, we just stumbled into the hobby (a variation of "It

followed me home. Can I keep it?"), it was an impulse buy, it started as a second car or maybe we're replacing one money sinkhole with another. In most cases it's a combination of several of these things.



Ken and his parents' 1938 Ford Deluxe Woodie – circa summer 1946.

Ken went on to tell us how he came to own his Woodie – he and Helen were new parents and needed a second car, his parents had had one and it caught his eye on a used car lot in Chula Vista, CA , the price was right (\$300), it ran and he drove it home and he never intended to keep it.



Chula Vista, CA, Fall 1969.

Now that you've bought that vintage car you're faced with a whole slew of additions issues: do you get support at home? What do you really want to do with it – a driver, a show car, a Dearborn winner? Do you have the resources (time and money) to maintain it and/or restore it to the condition you want? How about the space to keep it? Insurance companies are reticent to insure vintage cars that sit outside. It seems like no matter how much room we have there's always a need for just a little more space. Some of us went from a car port to a one car garage, some of us build more garage space, some of us have a house built with enough space and some of us move into a place with either the garage space already there or with enough acreage to build what we want.

Ken talked about the various types of cars we buy from Rouge to Dearborn to drivers to basket cases and which body styles are generally more

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popular and hence more expensive/valuable. He mentioned resources out there to help you determine what you might have to pay to buy the type of car you want in the condition you want.

As mentioned earlier, Ken said he never intended to keep his Woodie much less restore it but one thing led to another which led to another.... And being a slow learner he bought a basket case second Woodie which is slowly nearing completion.



Ken's first Woodie in California during the mid 70s.



Ken's first Woodie on this year's Poker Run along with Leo Cumming's '50 Mercury Monterey.

When John Sweet relieved Ken he talked about how he worked on cars as a kid with his father, NVRG member Jack Sweet. That led him down the Lincoln path and John described how he eventually was able to work a deal to acquire his Dad's beautiful 1946 Lincoln Continental Cabriolet.



The focus of John's presentation, however, was what he had learned from late-NVRG member Jack Pixley. Whenever possible one needs to do research,

then more research and finally more research before buying a vintage car. If you don't do the research before you buy the car then you better do the research before spending any more money on repairs or upgrades. Another big proponent of the research first approach is Dave Gunnarson. Both Dave and John have three ring binders filled with research culled from Ford sources, advertizing material, tech manuals and much, much more. It might be time consuming in the beginning to find out what you need to do and how to do it but in the long run it will save you time, effort and money.

Clem was sort of the outlier when he talked about how he ended up with the "Gray Lady", his 1929 Packard Touring Car instead of talking about his '39 Pickup.



Ms. Sandy and Clem in the Gray Lady.

He told us that a number of years ago he went off in search of a Model A he had heard about that supposedly was for sale. When he and Sandy arrived at the alleged location no Model A was to be found but a helpful individual told him about another antique nearby that was for sale. Off Clem and Sandy went to see if this was just another wild goose chase or there really was another antique car for sale. What they stumbled upon was a 1929 Packard Touring Car that was being sold at a bank auction. Clem said he wasn't really interested in the car but entered a signed very lowball bid "just because." Clem continued looking for a Model A and eventually found one that he bought. Shortly after completing the purchase of his Model A the phone rang and it was a representative of the bank saying he was the high bidder on the Packard. Clem informed the caller that he had found another car in the meantime and was no longer interested in the Packard. The caller then told Clem he needed to review the bid he had submitted – it was a legal binding contract to buy the car if he were the high bidder – no if ands or

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but. And another means by which we came to own our antique car was shared with the members.

Finally Cliff took the floor and told us about how he got involved with his first early V-8. He had recently gotten out of the Navy, been hire by American Airlines, completed their training and was living with Sandra in a rented house in Alexandria. He needed another car, a “beater,” that he could drive from home to National Airport and leave there while he was on a trip. He found a DeLuxe '48 Coupe that fit the bill – it was cheap, he knew quite a bit about piston engines after completing flight engineers’ school, parts were readily available from J.C. Whitney and he wouldn’t worry about leaving the Coupe sitting in a parking lot at National for several days at a time while he was flying.



Cliff and his brother-in-law work on the coupe in the carport of the home Cliff and Sandra were renting in Alexandria, March 1968. Check out the “portable” radio on the front fender.

As time progressed Cliff “fixed up” the Coupe. Once the mechanicals were straightened out and once he had a reliable driver he went after the appearance. By this time he and Sandra had bought a house with a garage. Cliff replaced several pieces of sheet metal, did some body work and eventually painted the Coupe with Tucson Tan lacquer, an authentic 1948 Ford color.



The Green’s first house had a one car garage. The Coupe is partially painted in this July 1969 photo but trouble is one the horizon. Another V-8 is now on the scene that eventually will command Cliff’s full love and devotion.

Cliff told us that he eventually finished painting the car, had a set of Port-A-Walls on it and it was driving and looking pretty good. Because of the narrow drive way leading to his one car garage he routinely parked the coupe out on the street in front of his house. One night he and Sandra heard a horrid crashing sound outside. They looked out and discovered the '48 Coupe had been hit hard and driven up over the curb. The bad news was that the driver was drunk and didn’t want the accident reported to his insurance company. The good news was that he owned a local Ford dealership and would repair the car for free and throw in a few extras as a “good will” gesture. Besides the necessary body work the '48 was entirely repainted in Tucson tan enamel, got 5 brand new balanced wide white walls and alignment, a major tune up and a few other odds and ends.



The '48 was looking really good just before Cliff sold it – new wide whites, radio, spotlight, cowl mirror all add to its appeal.

Overall the program was entertaining and informative. We all laugh, groaned and commiserated as the presenters walked us through their experiences in buying their antique car/s. Now if we all had just received this collective wisdom before we bought our first antique... But what fun would that have been and what would we all have had to share with others? And to think how boring that would have been. Once you’re down the rabbit hole most of us are in Wonderland for life!

MEET YOUR NVRG DIRECTORS

John Ryan

NVRG Secretary

The Ryan family moved to the DC area (McLean, VA) in the summer of 1957, just before I entered 8th grade. I learned to drive on my father’s '52 Ford V8 sedan and soon became interested in cars beyond mere transportation. To me, hot rods were exciting and attention-grabbing. My first “car” (in 1962) was

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a 1933 Ford pickup - with a Cadillac engine. It was soon replaced by a 1932 Ford Tudor with a Chevy drivetrain. Weekend entertainment often was attending drag races - at the time of the famous gasser wars.

After graduating from Virginia Tech in 1966 with a degree in Mechanical Engineering, I drove the '32 to California for graduate study at Stanford. There I learned of the Early Ford V8 Club of America and joined up.

After my Stanford degree, I drove the '32 to Connecticut for my first real job - as an engineer at Pratt & Whitney Aircraft designing advanced jet engines. The car culture I was exposed to in Connecticut was oriented to sports cars, so I got interested in sports car racing and bought a used 356 Porsche for daily transportation. The '32 became somewhat neglected.

Job security issues in 1972 drove me to seek employment outside the aerospace industry. At the time, the energy crisis was emerging and the federal government was recruiting technical people from industry to research the problem. So I moved back to the DC area (in a big U-haul van towing the '32) for a job with the National Bureau of Standards and later with the new Department of Energy, working primarily on energy conservation. This work was immensely rewarding with a steep learning curve and lots of responsibility. Unfortunately, the workload left limited time for car restoration (although I did make time to do a lot of skiing). To make matters worse, I acquired a couple of additional old cars, including a '64 Nova SS and a '63 Pontiac Tempest, both of which I still have.

Now, in retirement, I am finally able to enjoy the old car hobby in earnest, although competing with the car projects for time are several other activities and interests (foreign travel, sports and cultural events).

WELCOME TO THE CLUB

Dave and Jean Henderson
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I've been a member of the GWC Chapter of MAFCA for about 25 years.

I have been retired since 1988 after taking an early out from the Naval Weapons Engineering

Support Activity, an offshoot of the Naval Air Systems Command, then hidden away in the Navy Yard. I have been a lifelong car nut, well almost...my Mother wrote "David loves little cars and trains" in my baby book when I was one.

I've had 3 EV8's, the first a '35 coupe with a smokey '41 engine, acquired in '49. Neatest thing about it was it had accessory wheel covers that covered the spokes, giving it a more solid '36 like appearance. Wish I'd kept them when I sold it. I drove it for my first semester at U Va. Luckily it started easily. It had a bent armature shaft, so for months I managed to always park where I could coast it off. Finally found a good \$5 starter. Next came a '47 (I think) Merc sedan, which I fixed up and sold. The pick of the litter was a '41 Convertible It had been a showroom car at Edmonds Ford in Clarendon, and it was loaded. Carrol Barnes, (who later opened Barnes Chevrolet in La Plata, Md.) bought it from the original owner in about '51 and had a nice black lacquer job done, and a white Haartz top made for it. I bought it from him in 1954 and kept it about 3 years as my daily driver. I've always wondered if it still exists.

The closest V8 thing I have now is a '64 Comet Caliente HT coupe that was a '70's fixer-upper, and my daily driver for about 12 years. Because parts of the engine were so bad, my plan initially was to make it into a 4 cylinder....but that's another story.

TECH TALK

A Tech Tip

By Mr. Torque

The Problem: For years I have been concerned that the rear tail lights, including blinkers and brake lights, on all my 6 volt cars are way too dim, especially during the day. The word on the street was that halogen bulbs were nice and bright but they generated too much heat and drew too much current so that the vehicle could stall out at inopportune times. LED lights were also nice and bright but did not draw enough current to activate the flasher so that it was necessary to splice in a resistor in the line somewhere. Just where, nobody seemed to know. Another issue was finding 6 volt "double filament" LED bulbs. Most were for 12 volts.

The Solution: While at Hershey last fall I met Roy who sells LED bulbs on the Chocolate field. He had 6 volt tail light bulbs but said I had to patch in a resistor to make the flasher work. I bought 2 for my

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Tech continued from previous page

'34 Tudor, that has no flasher, and was amazed at the improvement. Wouldn't it be sweet if I could get the same result for my two '49's. I kept getting conflicting advice on the resistor location so I called the wiring expert, Tyree Harris. Tyree said, "no problem, just take the old incandescent bulb from the tail light and put in one of the front parking lights". Voila! It has worked perfectly so far including the flasher. No need for the spliced in resistor. LEDs draw so little current that there is no dip in the ammeter when you apply the brakes or turn on the blinker, even at night.

Roy told me he is the only one who has these 6 volt LED, positive ground bulbs. His contact info is:

LTW Company

138 N. 5th Avenue

Mount Vernon, NY 10550

Business: 718-643-1000 or **Cell:** 347-613-3316



Part number 1158 when the base pins are level and 1157 when the pins are one high and one low. When ordering be sure to tell him you want 6 volt positive ground in addition to the correct pin configuration. He will send you the bulbs and then ask you to send him a check for \$20.00 for each bulb plus \$5.00 for mailing. He is very nice to deal with.

FOR THE LADIES

Those Were the Days My Friends; We Thought They'd Never End....

By Von Hardesty

I found this interesting image in the June 7, 1937, issue of *Life* magazine. The 1936-1937 academic year had just ended. The piece celebrates what it describes as a "new kind of collegian" walking the campus.

From the perspective of another century, this breathless reporting appears naive and exaggerated-- the editors of *Life* had no inkling of how collegiate life--as well as America itself--would change so dramatically in the decades that followed.

We are told in the article that "he (and she) have new tastes in dress, play, and thoughts." Yet, the illustrations suggest a distinct absence of change--the guys appear with ties and the gals are fully garbed in "low-heeled shoes, plain dresses, and glasses. The coed, however, is portrayed as fashionable, dressing "smartly" with her "hair curled and her lips red." And everywhere, the reader is told, the females wear as standard ankle socks, with

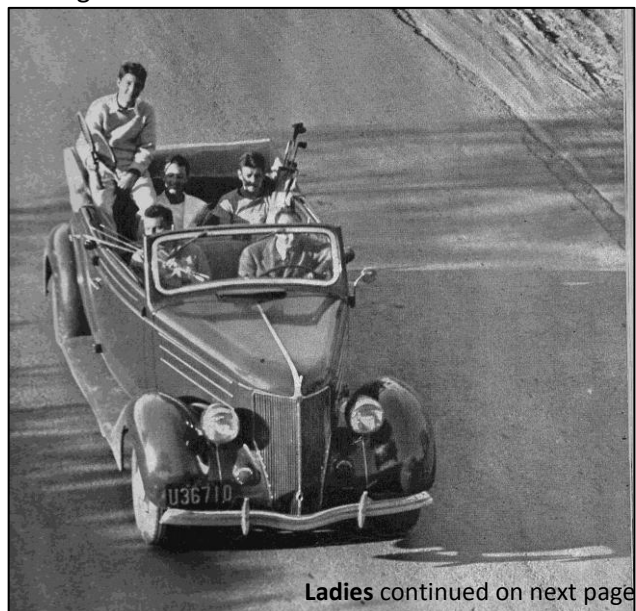
or without silk stockings.



By contrast, the males get a negative assessment with their "uniform sloppiness, gray slacks, un-matching coat and dirty sport shoes." The author notes that this generation of grads is a full decade removed from the Jazz Age.

In the year 1937, a total of 150,000 graduated from American colleges, part of an overall student enrollment of 1,250,000.

The photo below shows a group of five college students racing down the unnamed beach in a 1936 Ford (New Jersey plates?) with the caption "tennis, golf, and automobiles are dear to the undergraduate."



Ladies continued on next page

Ladies continued from previous page

The Ford appears a little tattered and worn, notwithstanding the fact it is a late model car.

We should remember the Ford convertible is transporting members of what we would later call "The Greatest Generation!"

From the "My Mind Works in Odd Ways Department"

By Rick Parker

Last week, a fragment of an old TV show theme song popped into my mind.

It took a day or so to associate a title to the music. It was from "The Ghost and Mrs. Muir", a late 1960s sitcom about Mrs. Muir, a widow with two children who move into a cottage in Maine. The cottage is haunted by Captain Daniel Gregg, the former owner, and is currently owned by Captain Gregg's great-nephew Claymore.



Edward Mulhare as the ghost of Captain Daniel Gregg and Hope Lange as Mrs. Muir.

My recollection of the show was that Claymore drove an old car (highlighted in the title sequence), and when I punched up the show on YouTube, I learned that the car was a 1936 Ford phaeton as shown in these screen captures.



I also noticed that in every scene in which the car is driven up to the house, the radiator steams rather copiously. As Claymore was written to be notoriously cheap, I'm guessing this was deliberate.



Who ever heard of Flathead V-8s overheating?

OUT & ABOUT

Editor's Note: the following article isn't automotive related but is related to the restoration of a very important piece of American aviation history and it ties in nicely with what Von said above about Class of 1937. FIFI was in the DC area and participated in the May 8th VE Day 70th Anniversary celebration flyover of the National Mall. As you'll see, military aviation has its own particular language just as we do in the Early Ford V-8 Club.

FIFI – 13 May 2015 Flight Summary

By Jim Gray with an A

Kathie & I departed our house at 1114Z (0714 EDT) on 13 May 2015 and drove to Manassas Regional Airport. We arrived early, so Kathie took a few pictures.

I boarded B-29 #44-62070, known by her nickname "FIFI", at 1245Z. Takeoff, scheduled for 1330, was 1331:45Z. I was flying in the Navigator position, so I had a window to my left and a small table in front of me. By leaning to the right, I could look left and see out the front of the aircraft.

We flew a local VFR (visual flight rules) aerial tour heading generally south and east at ~ 1,500 AGL (above ground level). RTB (return to base) for a scheduled 1400 touchdown to actually touchdown at 1403:45. I took the times from Dad's Hamilton "master watch" chronograph which I had hacked with the NIST time page (time.gov) before leaving home. ("Dad" is Kathie's late father, Herman Hamel.

Fi Fi continued on next page

Fi Fi continued from previous page

Herman completed US Navy Flight Training in 1937 and flew PBY flying boat patrol planes until joining Pan American Airways as a [Boeing 314 Clipper](#) pilot shortly before WWII began.)



Kathie's father is in the center of the front row. The picture was taken in 1937 day these six Aviation Cadets received the Wings of Gold.

FIFI was manufactured at the Boeing Renton Plant in 1944 and delivered to Wichita USAAF in 1945. She never made it the Pacific theater for WWII.



Boeing's B-29 Superfortress assembly line, Renton, Washington.

FIFI was mothballed in 1958, and with 35 other B-29s was parked at the Naval Weapons Center in China Lake, CA, where they were used for target practice. The CAF obtained 44-62070 in 1971, and between 31 March and 3 August of that year,

cannibalized parts from 17 other B-29s to make this one flyable.



The China Lake bone yard has been pretty well picked over. Talk about bullet holes in the sheet metal!

The CAF obtained a one-time-ferry permit and flew the plane to the Confederate Air Force (now Commemorative Air Force) headquarters in Harlingen, TX on 3 August 71. The plane was re-registered as N529B in August, 1981. It operates as an "experimental" aircraft since it does not meet all the requirements for either a military aircraft or a commercial one.

The CAF flies 100 PAX (passenger) flights a year with FIFI, each with 10 PAX. So I was one of a thousand this year. They said FIFI costs \$10,000/hour to fly, and her ops budget is \$1M/year. And Hamel thought my Model A hobby was expensive!



Jim is all smiles as he poses in front of Fi Fi.



**42nd Annual
Sully Antique
Car Show**

**Registration Form
2015**

87 Years • Ford Model A • 1928-2015

**Father's Day Car Show at
Sully Historic Site in Chantilly, Virginia**
with an auto, crafts and antique flea market

Sunday, June 21, 2015
10 a.m.-3:30 p.m.

presented by
**George Washington Chapter
Model A Ford Club of America**
and
Fairfax County Park Authority




**SHOW GOES ON RAIN OR SHINE -- NO REFUNDS
CARS TO BE JUDGED MUST PRE-REGISTER**

- Registration time 8 a.m. to 11 a.m. All cars must be on the field by 11 a.m. Show field limited to 400 cars. For safety, **NO VEHICLE TRAFFIC WILL BE ALLOWED WITHIN THE SHOW FIELD BETWEEN 12PM AND 3PM.**
- Flea Market registration gate closes at 8:30 a.m.*
- First 400 cars registered will receive a plaque.
- Special Best of Show award chosen by Sully staff.
- Registration open to Antique, Classic and Special Interest cars only. Due to space limitations the registrar reserves the right to refuse entrance to any vehicle not preserved in the interest of hobby. **SORRY, NO MODIFIEDS, REPLI-CARS OR PARTIAL RESTORATIONS.**
- Cutoff date for pre-registered vehicles is June 19, 2015.
- Fee: Pre-registered \$10; at the gate \$15
- Flea Market Spaces: Pre-registered \$30. At the gate \$45.
- Car Corral: Pre-registered \$30. At the gate \$45.
- **Trophies awarded at 3:00 p.m. Must be present to receive trophy.**
- Due to limited space NO vehicle later than 1990 will be admitted.
- All cars through 1920 will be admitted free.
- Cars displaying FOR SALE sign will be charged Car Corral fee and will not be judged.
- No pop-up tents, canopies, etc., allowed in car show area.

Show field limited to 400 cars. **Pre-registered cars will be parked by class. Others will be parked in designated parking areas. CARS TO BE JUDGED MUST PRE-REGISTER AND PARK IN CLASS.**

Program will include:

Car restoration displays	Antique and classic cars	Children's Tent
Tour of historic house	Music and Food	Flea market*

*The Flea Market is open to all types of quality merchandise including arts, crafts and antique vendors. We are expecting a crowd of 5000 to 6000. The Fairfax County Park Authority reserves the right to prohibit the sale of items unsuitable for family audience.

Meet Chairman Bill Worsham, 703-250-5474
Billworsham@aol.com


Chief Judge Woody Williams, 703-858-1192
vamodela@verizon.net

Flea Market Bruce Metcalf, 540-955-8312
Kesedeme@aol.com

Car Corral Andy Jaeger, 703-490-4846
Elanjaeger@aol.com

Registration Bill Benedict, 703-430-2441

Displays Benny Leonard, 703-278-2994
Benshar100@gmail.com




Order your Limited Edition Collectible
Sully Pins - \$5

First, second and third place trophies will be awarded in all classes. Cars being judged must attain 60% of total points to be eligible for a trophy. Classes may be added or expanded depending on preregistration. All cars marked **'For Sale'** must be registered in the Car Corral and will not be judged.


1. Ford A 1928-1929 open	18. Pontiac thru 1990
2. Ford A 1928-1929 closed	19. Studebaker all years
3. Ford A 1930-1931 open	20. Chrysler thru 1990
4. Ford A 1930-1931 closed	21. Others vehicles thru 1939
5. Ford A 1928-1931 commercial	22. Other vehicles 1940-1948
6. Ford T thru 1927	23. Other vehicles 1949-1959
7. Fords 1932-1942	24. Other vehicles 1960-1969
8. Fords 1946-1953	25. Other vehicles 1970-1990
9. Fords 1954-1959	26. MG thru 1990
10. Mustangs 1964-1966	27. Foreign thru 1969
11. Mustangs 1967-1990	28. Foreign 1970 thru 1990
12. T-Bird 1955-1957	29. Light Commercial thru 1990
13. T-Bird 1958-1990	30. Military thru 1990
14. Chevrolet 1955-1957	31. Motorcycles/Scooters thru 1990
15. Chevrolet 1958-1990	32. Cadillac thru 1990
16. Corvette 1953-1967	33. Packard all years
17. Corvette 1968-1990	34. Volkswagen thru 1990

An admission fee of \$10 (adult), \$8 (senior) and \$6 (child) for entry to the grounds will be charged to the public by the Fairfax County Park Authority. The historic house will also be open to the public at no additional charge.

Sully was built in 1794 by Richard Bland Lee, Northern Virginia's first Representative to the Congress of the new United States.

 If accommodations or alternative formats are needed, please call Inclusion and ADA Support at 703-324-8563 at least 10 working days before event. TTY 703-803-3354.

The Fairfax County Park Authority prohibits alcoholic beverages on the premises.



**George Washington Chapter
Mount Vernon Region**

Visit GW Chapter at www.GWModelA.org

Visit the parks online at www.fairfaxcounty.gov/parks

SULLY VEHICLE REGISTRATION
Send vehicle registration to: **Bill Benedict** - 109 Lakeland Dr., Sterling, VA 20164
Make checks payable to George Washington Chapter

SORRY, NO MODIFIEDS. ALL CARS TO BE JUDGED MUST PRE-REGISTER Class _____

Name _____ Phone _____

Address _____

Make of vehicle _____ Year _____ Body style _____

Pre-registration deadline is June 19, 2015 Qty Pins _____
Vehicles: Pre-registered \$10 at Gate \$15
Collectible Sully Pins - \$5 Amount _____

Do you want your vehicle judged? yes no Enclosed _____
Will your car be trailered: yes no
Do you want to be a judge? yes which class? _____

All vehicles participating in the show must be insured by their owners. FCPA, Sully Historic Site and George Washington Chapter Inc. assume no liability for any injury or property damage that may occur during the show.

SULLY AUTO, CRAFTS AND ANTIQUE MARKET REGISTRATION
Make check payable to George Washington Chapter. Send flea market registration by 6/19/15 to:
Bruce Metcalf, 236 Hermitage Blvd. Berryville, Va 22611

Name _____ Phone _____

Address _____

Type of merchandise _____

Flea Market space: \$30 pre-registered, \$45 at the gate

Number of spaces _____ Amount enclosed _____

Space limited -- pre-register *Vendors must be set up by 8:30a.m.*

Food items directly in competition with food items being sold by the Club will be restricted. Check with Flea Market Chairman by mail to find out what these items will be before mailing in this form.

SULLY CAR CORRAL REGISTRATION
Car Corral spaces: \$30 pre-registered, \$45 at the gate, Pre-registration deadline: 6/19/15
Make check payable to George Washington Chapter. Send registration to: **Andy Jaeger** - 811 Bay Street, Woodbridge, VA 22191

Name _____

Address _____

Phone _____

Make of Vehicle _____ Year _____ Body Style _____
(Cars for sale, any year covered in show, modifieds allowed.)



Vehicles For Sale

- **1947 Ford Super Deluxe Sedan Coupe.** Rouge/HPOF car. Runs and shows well. \$25K, **1948 Ford Deluxe Coupe.** Multiple Dearborn/AACA awards. Restored. \$27.5K, **1949 Ford F1 Stakebed** truck. Off-frame restored. Beautiful. Needs nothing. \$25K. **Jason Javaras** (540) 786-5819
- **1935 Ford Fordor.** Owned since 1962 by National Capitol RG member. Green with black fenders. New mohair upholstery, new battery, and bumpers chromed. It needs a tune-up etc. Car is in Frederick across the street from the fairgrounds in a garage. **Richard Ramsburg** 321 210-8667 5/15
- **1950 Ford Tudor** – owned by former NVRG member – located in Staunton, VA. JoAnn Pendley, 540-324-0152. 70 Koogler Hill Lane, Staunton, VA 24401-6900 04/15
- **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. **Harry Foor** – Western Maryland, 301-689-9184, hwfoor@verizon.net 01/15
- **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. **Priced Reduced to \$15,900 OBO.** **Bill Tindall** 804-818-3595 (H) or cell 804-972-9570 or earlyfordguy@yahoo.com 01/15
- **1951 Ford F1 Panel Truck** – All original V-8 flathead survivor. Needs mostly cosmetic body work and paint but no large dents or structural problems. Runs great! Much ground-up mechanical work

already completed. I've **reduced the asking price** to \$8,500 to promote a quick sale. Contact me for pictures and a list of all the mechanical/electrical resto items that have been done. **Allan Edwards**, P.O. Box 2215, Front Royal, VA 22630. alfromva@aol.com, 540-635-6865 (H) or 703-408-8372 (C) 01/15

Parts and Miscellaneous For Sale

- 1934 Parts. Front and rear fenders, fair to good condition; headlights, front bumper, bumper brackets. **Mark Luposello**, 703-399-0999, or drspdracer@gmail.com 5/15
- Set of 4 used Coker WWs and tubes, 6:00x16, low miles, good tread, no dry rot. **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 4/15
- Transmissions: '49-'50 overdrive, '51 overdrive, '56 H.D. (292"-312"), '75 automatic (Windsor). Engines: '86 T-Bird Ford 5.0L (302"), '74 Mercedes engine and trans, includes all accessories and cats. Misc: '49-up starters and generators, '49-53 water pumps. Much more, just ask. **Steve Groves** – 301-530-7411 before 9:00 pm. 03/15
- V8-60 parts – **NOS** unless specified otherwise. 21 rods, appear NOS, \$15ea. 2 Ford boxes of 16 lifters ea. 52-6500-A2, \$125 ea. 4 NOS rods in Ford box, \$25 ea. 3 Ford boxes of 4 split valve guide pairs ea, 52-6510, \$40 ea. 16 valve springs, appear NOS, \$3 ea. 43 split valve guide pairs, not matched, appear NOS, \$6 ea. 16 valves, \$8 ea. Oil pan, used, needs some repair but usable, \$30. 2 heads still in original box, \$120 ea. Will listen to offers for the whole package. Will deliver to Hershey otherwise there will be shipping. **Mel Herwald**. 540-925-2222. mherwald@mgwnet.com, McDowell, VA, 01/15
- Bumper type tow bar, \$50. ½" drive air impact wrench, \$10. ¾" air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, wsb39@cox.net, 703-679-9462 9/14
- Welder with both oxygen and acetylene tanks. It also includes two welding tips plus a cutting

Automart continued on next page

Automart continued from previous page 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

➤ 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

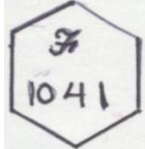
Wanted

➤ 5 wide bolt pattern wheels in good condition. Also looking for 4 used early radiator hose clamps with patina. **Mark Luposello**, 703-399-0999 (Cell), drspdracer@gmail.com 5/15

➤ 8BA script head bolts – see images below. Must be in excellent shape. **Steve Groves** – 301-530-7411 before 9:00 pm. 03/15



Need 8 or more long and 6 or more short



Need as many as you have – both long & short

➤ For 1940 Ford – heater switch for hot water heater. – **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 12/14

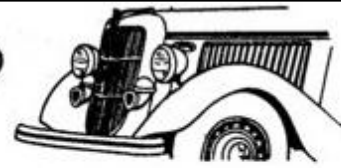
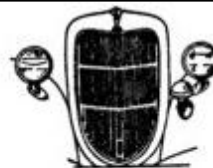
➤ For 1935 Ford closed car: the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 – Jeberly4@comcast.net 7/14

➤ Driver quality 35-36 Pickup. Contact Nick Arrington – nta1153@verizon.net or 703-966-8422 01/15



MIA CULPA

In the last issue of the *Valve Clatter* Dennis Murphy's pickup truck as erroneously identified as a 1937 in the Work Party article. Upon further review the decision from the field is overturned. The truck is actually a 1936 model. The field judges were thrown off by the 1937 style motor in the truck.



1936

Model "67" Ford Commercial
8 Cylinder Engine—112" Wheelbase



1937

Model "77" Ford Commercial
8 Cylinder *85 HP. Engine—112" Wheelbase
Model "73" Ford Commercial
8 Cylinder 60 HP. Engine—112" Wheelbase

Thanks to Hank "Eagle Eye" Dubois for setting us straight.





NVRG Calendar



<u>June 2015</u>	
9	Membership Meeting – CANCELLED DUE TO CONFLICT WITH EASTERN NAT'L MEET
8-11	2015 Eastern National Meet – Concord, North Carolina
12	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. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
21	Father's Day @ Sully – Join us for the annual NVRG picnic under the shade of the old oak tree.
30	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
30	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>July 2015</u>	
14	Membership Meeting – 7:00 pm – Nottaway Park – Program: Eastern National Meet Review. Refreshments: Gay Harrington
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. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
18-19	USMA Rendezvous – Contact Jim McDaniel for details.
28	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
28	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>August 2015</u>	
11	Membership Meeting – 7:00 pm – Nottaway Park – Program: 2 nd Annual NVRG Auction to benefit the Early Ford V8 Foundation and Museum – Nick Arrington, Auctioneer. – Refreshments: Dave and Sarah Gunnarson
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. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
25	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
26-29	Motorfest 6 – Early Ford Foundation Museum – Auburn, Indiana. More info here.
29	NVRG Family Picnic – Jim and Edna Crosses' JEBRAA Farm in Leesburg. This a great kid-friendly venue with a wonderful playground so feel free to bring the grandkids – they'll love it!

Down the Road



- ✚ **September 19-20 – NVRG Drive-In Movie Night**
- ✚ **October 3** – Marshall Ford's 100 Anniversary Celebration – Marshall, Virginia
- ✚ **October 4** – Armed Forces Retirement Home Antique Auto Muster
- ✚ **October 7-10** – What else but Hershey?
- ✚ **October 18** – Woodies at Rockville
- ✚ **October 23-25** – NVRG Fall Memorial Tour



2015 Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



President: Jim McDaniel - 703-569-6699					
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Programs - Member	John Sweet	703-430-5770	Sunshine Committee	Keith Randall	703-913-5655
Fairfax Show Dave Westrate 703-620-9597					

June Program: NO MEETING THIS MONTH

Hope to see everyone at the Eastern National Meet. Our next regularly scheduled meeting will be on July 14th. If you couldn't make the Meet we'll have an ENM review at our July meeting.



FIRST CLASS MAIL

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