

Northern Virginia Regional Group



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

# Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96  
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June 2016

Ken Burns - Editor

# MAY QUADFECTA

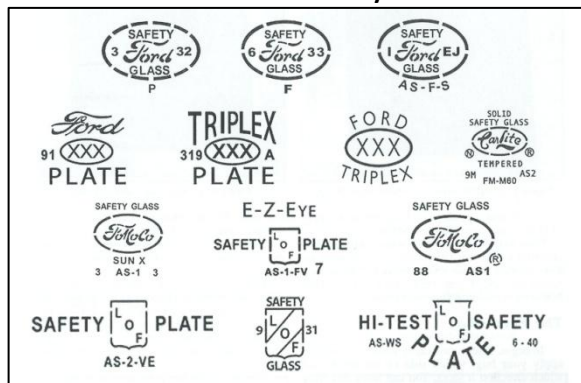
[Yes, quadfecta is an actually word!](#)



Juice Brakes for a Model A by Stan Johnson



Plate Toppers by Stan Johnson



Window Bugs by Ken Burns



Tumbling Parts Clean by Clem Clement

## Juice Brakes for a Model A and License Plate Toppers

By Nick Arrington

Stan Johnson started us off by sharing information on how to convert a Model A to hydraulic brakes by adapting parts from 1939-1948 Fords/Mercurys. Essentially, the spindle opening in the V-8 backing plate is too large and the spacing of the mounting bolt holes is slightly off. Welding a spacer ring (in this case a piston ring of the correct ID and OD) in the opening allows the '39 and up backing plate to be adapted to the Model A spindle. Next the mounting holes are welded up and then re-drilled to Model A configurations. You also need a small spindle spacer ring to allow for adequate clearance between the brake drum and the backing

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# Up Front with the President



June 2016

The month of May was a very rain filled month. This painful reality struck home when the 19<sup>th</sup> annual Fairfax Car Show scheduled for May 21<sup>st</sup> was cancelled due to heavy rains. This was the first time in the show's history. The good news from **Dave Westrate** and **City of Fairfax officials** is that the show has been rescheduled for June 25<sup>th</sup>. It better not rain.

At May's membership meeting we were treated to a quadfecta presentation with new member, **Stan Johnson**, speaking about license plate toppers and modifying '39-41 Ford brakes for his Model A; **Ken Burns** discussing windshield bugs; and **Clem Clement** talking about cleaning auto parts with a tumbler. Refreshments were provided by **Chris Findley**. Thanks again Stan, Ken, Clem and Chris!

The day after our meeting and hearing Stan, Ken, and Clem's presentations, I discovered that I had an old AAA topper and didn't even know it. I then checked the window glass on my 1948 Ford and learned that all of my window bugs corresponded to my car. Clem graciously cleaned some of my old large keys in his tumbler and boy do they look good!

**Hank Dubois** reran the April Poker Run due to rain on May 28<sup>th</sup> as a "flash tour." The members in attendance followed the Poker Run route but detoured around one stretch of road near the end of the route that had potholes. They made a few brief stops along the route to look at some interesting historical sights and enjoyed lunch at the Blackthorne Inn & Restaurant near Upperville, VA. **Keith Randall** reported, "A great idea and a great rerun! I really enjoyed the routing selected for the Poker Run. After the 'Gainesville Split' I continued on back roads through Prince William County on my way home. This was the farthest from home I had ventured since all the major over winter work I did on the '38. *I logged 138 miles and was smiling all the way!*"

On June 4<sup>th</sup>, the Silver Diner will host their 1st annual "Eat Well, Drive Well" Summer Car Show Series. "Eat Well, Drive Well" is a spinoff of Silver Diner's brand statement, "Eat Well, Do Well", which has a rewards program that donates a percentage of sales to local schools. The shows will be held at Silver Diner Fair Oaks, 12251 Fair Lakes Pkwy, Fairfax, VA 22033 parking lot on June 4<sup>th</sup>, July 16<sup>th</sup> and August 6<sup>th</sup> from 4PM-7PM. There is no registration fee and Silver Diner will offer a complimentary meal and show T-shirt for each participant. There will also be dash plaques and a People's Choice Trophy. The Fairfax County Police Department will have a display featuring the dangers of drinking/texting while driving and a special non-profit, Unified Prevention Coalition of Fairfax County (which my wife Sara serves on) will be on hand as well.

On June 14, the 3<sup>rd</sup> annual auction, led by **Nick Arrington**, will be held during the membership meeting. As of May 31<sup>st</sup>, 33 items have been donated by various members. To peak your bidding interest, we have two \$25 gift certificates to Red, Hot and Blue, a Jim Beam Kentucky Straight Bourbon JB Turner Locomotive Engine (with the booze), and a framed print of Clark Gable in an early Lincoln. The same night we will also enjoy the annual ice cream social hosted once again by **Dave** and **Sarah Gunnarson**. Please bring your spouses and families to join in the fun evening!

On June 19<sup>th</sup>, the 43<sup>rd</sup> annual Father's Day Antique Car Show at Sully Historic site in Chantilly, VA will be held.

Joe

| 2016 NVRG Officers & Terms                             | 2016 Directors & Terms                                   | Committee Members                                       |
|--|--|---|
| President – <a href="#">Joe Freund</a> (2016-17)       | Membership – <a href="#">Gay Harrington</a> (2016-17)    | Fairfax Show – <a href="#">Dave Westrate</a>            |
| Vice President – <a href="#">Bill Simons</a> (2016-17) | Programs Lead – <a href="#">Dave Gunnarson</a> (2015-16) | Programs Member – <a href="#">John Sweet</a>            |
| Secretary – <a href="#">John Ryan</a> (2015-16)        | Webmaster – <a href="#">Cliff Green</a> (2016-17)        | Tours Chair – <a href="#">Hank Dubois</a>               |
| Treasurer – <a href="#">Wayne Chadderton</a> (2015-16) | Valve Clatter – <a href="#">Ken Burns</a> (2016-17)      | Tour Member – <a href="#">Art Zimmerli</a>              |
|  | Sunshine – <a href="#">Keith Randall</a> (2015-16)       | Property & Refreshment – <a href="#">Mark Luposello</a> |
|  | Past President – <a href="#">Jim McDaniel</a> (2016-17)  | Historian – <a href="#">Don Lombard</a>                 |

Valve Clatter

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June 2016

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plate. Several familiar vintage parts suppliers offer kits or you can scrounge up the needed parts yourself.



Stan's '39-'42 type front backing plate with the spacer in place.

The discussion then moved on to the subject of license plate toppers with photographs of the Robert O'Cain collection of "toppers" which were donated by O'Cain's widow to the Model A Foundation's Museum, Part of the Gilmore Car Museum complex in Hickory Corner, MI.



O'Cain collection on display.

Toppers' were forerunners of the modern bumper sticker. Stan explained that one could group toppers into various categories like Local and National Pride, Tourist Locations, Political Affiliations, Armed Forces, Social, Civic and Athletic organizations and almost every type of retail business including, but not limited to, Gas & Oil

companies, Garages and Insurance Companies.



Tourist's "I went there" topper.



Political topper.

Dave Henderson brought along some nice originals toppers including one I've never seen for the "Veterans Bonus for Prosperity March" which was related to the march on Washington by disgruntled WWI Vets over benefits.



Dave Henderson's topper display.

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The rare Bonus March topper

Some things never seem to change with promises made by DC that aren't kept. The discussion wrapped up with an outline of the Gilmore Museum and its campus arrangement which also features museums dedicated to Franklin, Buick, Cadillac and others.

I've enclosed a photograph of a topper I have on my '35 Coupe with hopes someone might recognize what the beacon or search light reference may stand for.



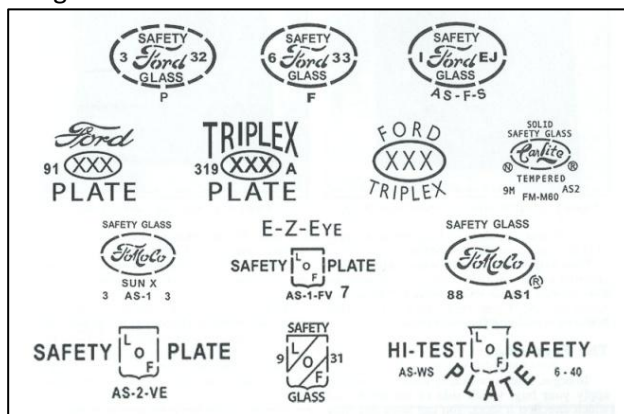
### Window Bugs

By Ken Burns

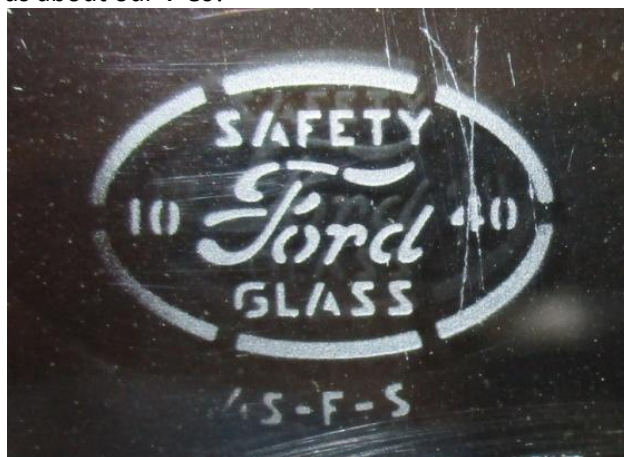
I became quasi-interested in "window bugs" many years ago when I bought a kit to etch bugs onto some replacement glass in my green Woodie (an early '41). I never got around to using the kit and when I finally decided to use it the liquid had dried up and the kit was unusable. Then I purchased my second '41 Woodie (a very late '41) and I noticed that the system of dating the glass had changed. As you've heard me say on numerous occasions "Of course it had changed; no two '41 Fords are alike!" Finally, in the May/June 2011 *V8 Times* I read Ken Bounds' informative article about putting window bugs on his 1950 Crestliner using a Roy Nacewicz kit. When I got ready to re-install the windows in my second Woodie I used a kit from Roy as well. Along

this winding path I stumbled upon the following information:

- ✚ The bug was, and still is, a method to identify the type of glass installed in a vehicle when the edge of the glass wasn't/isn't visible.
- ✚ Basically the bug tells us that the glass complies with whatever glass safety regulations were in force when the glass was produced.
- ✚ Laminated safety glass was invented in a French laboratory in 1903 and its first practical use was in gas mask goggles in WWI.
- ✚ Laminated safety glass is essentially two panes of plate (or tempered) glass bonded together by a layer of cellulose nitrate.
- ✚ Following WWI laminated glass began to be used in automobiles on a regular basis. It was expensive and initially used just in windshields. Eventually it was used in all windows.
- ✚ During the Flathead era it appears Ford used numerous sources for their glass.
- ✚ Triplex was the first US manufacturer of safety glass.



With that behind us, what does our glass bug tell us about our V-8s?

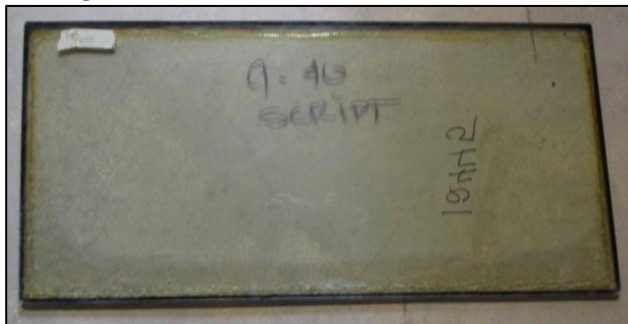


First of all it gives you a rough idea of when your

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 car was assembled. The “10-40” bug in the image above indicates the glass was produced in October of 1940 so my green Woodie was produced sometime in the next couple of months (actually mid-February 1941) . More information is contained in the lettering under the Ford script oval. The “AS” indicates the glass in American Standard Safety Glass; the “F” under the Ford script oval indicates the glass was produced by Ford and the “S” means the glass is side glass. If it said “WS” instead it would mean the glass is windshield (or rear window) glass which is ground and polished to a greater degree of optical accuracy.

As I mentioned a lot of things changed during the 1941 model year. Early safety glass had a black laminate sealing band all the way around. You’ll remember that one of the purposes of the bug was to indentify the glass as laminated safety glass when the edge wasn’t visible.



Original rear window glass from my green Woodie – notice the black edging. This glass is dated 9-40.

Lamination techniques improved over the years and by 1941 Ford glass no longer had the black edging but it still had the bug. I haven’t found out exactly when the changeover occurred but probably with the start of the 1941 calendar year.



Vent window glass in my late '41 Woodie – still has the bug but rear edge of the glass no longer has the black edging. You can see some delamination but that’s not too bad (yet) for 75 year old glass.

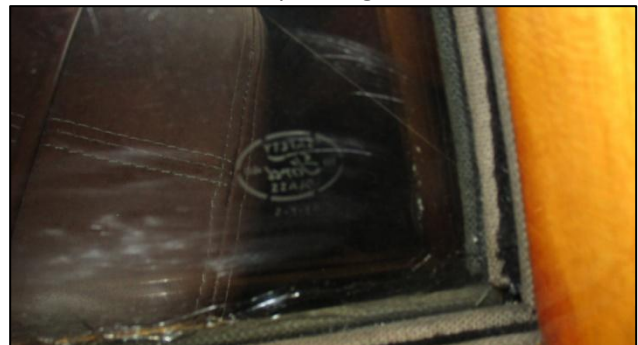
At the same time (for reasons currently unknown to me) Ford also changed the way it date coded the glass. The pre-1941 system was pretty

simple: 3-32= March, 1932; 9-40= September, 1940. But why keep it simple when you can make it confusing? For 1941 and beyond Ford changed the dating protocol to alpha from numeric: Now D=4 and A=1 when talking about the year and A=January, B=February, etc. when talking about the month.



The original rear quarter glass from my late '41 Woodie is marked as “F-DA” which when I count on my fingers indicates it was produced in June, 1941. This tracks well with the August 1941 build date of the car; 1,123 from the last '41 Woodie built (18,633 out of 19,756).

Lastly, I talked about placement of the window bug. Generally speaking, Ford window bugs will be etched on the lower rear corner of the glass on the passenger side of the car and read correctly. On the driver’s side the bug will still be in the rear corner of the but will be on the inside of the glass and read backward. The reason for this is that Ford made only one set of engineering drawings for a particular piece of glass using the right side perspective and then used the same piece of glass on both sides of the car. Windshields and backlights were essentially the same; one drawing and the same piece of glass on either side of the car. In this case the perspective is from the front of the car looking towards the back. The bug is in the lower outside corner of the glass, hence you can read the bug normally from the driver’s side when seated in the driver’s seat and backward when in the passenger’s seat.



Driver’s side rear quarter panel bug is etched on the inside and reads backward when read from the outside of the car.

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The last part of my presentation was a do-it-yourself demonstration on how simple it is to use one of Roy Nacewicz's Carlton Glass kits. Using a old cracked piece of glass I walked everyone step-by-step through the process stressing that the old "measure twice – cut once" system should be used to insure you've place the bug stencil exactly where you want it because once you start the etching process it's too late to reposition the bug and you'll end up with an incorrectly etched piece of glass.



Any questions?

### The Art of Tumbling Metal Parts

By Clem Clement

The purpose of my quadfecta presentation was to show club members my favorite method of cleaning small metals parts for my rides.



Clem instructs his trusty assistant, Jim Gray, on the finer points of using a tumbler.

I covered the following points:

- + Use of a lapidary tumbler system:
  - The tumbler machine itself
  - Matrixes – the abrasive materials I use
  - Polishes

- How to do brass parts
- + Samples of tumbling tools and parts
  - Molasses as a de-ruster
  - Vinegar as a de-ruster
  - [Evaporust](#)/others as de-ruster

Questions:

How much liquid in the container? Up to about 2 inches from the top. Not a precise measurement. I have been tumbling metals for 40+ years and kinda have a feel for it.

What % of soap? Ratio of liquid to matrix? 6.583 dollops of squirt from a dish washing liquid container. (Enough to cut any grease on the product.)

What kind of soap? I use the Dawn dishwashing soap. Most soap will work

How long? 4-6 hours, depending on the corrosion, size and strength of the parts. You can stop the tumbler and let it sit filled if you need to leave home. I don't leave the house with the tumbler running for safely reasons.

What size is your tumbler? About medium. Don't buy a small one! You will find you need at least a medium size for bolts and small car pieces.

What is the magic matrix? Non homogenous steel parts and pieces. Float or sailing process.

Cost of tumbler ~ \$200 . I use a [Thumber's Tumble Model B](#).

How does the process work? The use of a tumbler to de-rust metals is quite simple. The tumbler does the work while you sip a chilly. Starting out, my tumbler rests with a non-homogenous mix of small metal parts including broken bolts, model train track pins, trimmings, old screws, washers, etc. These parts are light and do the actual de-rusting work. I add the parts to be cleaned and about 6 squirts of dish washer soap (non-foaming), then fill the tumbler to about 2 inches from the top with hot water. The top of the tumbler has a thick rubber sheet that fits over the 6 mounting studs; then comes the steel disk top and securing wing nuts. Place the tumbler on its race with wing nuts toward the end away from the motor. Plug it in and check to see the tub isn't dripping too much. This is not a clean room operation. There are drips and spills so I set the system in a cafeteria tray to contain the spills. I run the tumble for about 4 hours and the open and inspect. If the parts shine to my satisfaction, I dry them by hand and set them on a screen over a heat register or outside. There is a little flash rusting which wipes off easily. For most of jobs that

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 is good enough. Baking in the oven reduces flashing or wiping them and spraying with a clear paint or WD40 or other rust-preventing substance. I spill out the wet matrix in a pan and sun dry it out and return to the tub ready for the next job.

Soft metal like brass require a brass or copper matrix and more careful handling.

I will be glad to tumble your stuff for you.

## OUT & ABOUT

### A Nugget at Amelia Island – Part II

By Jim McDaniel

We started Saturday morning with a visit to the vendors at the Ritz-Carlton and the “Cars and Coffee” at the Concours. The vendors had a lot of really cool stuff for sale – trinkets, clothing, models, and memorabilia of all types. Again, mostly high-end and expensive. A trend I saw, especially among the gas pumps, was to have the globes and lighted parts bright and new looking, but the rest of the pump looking unrestored with lots of patina. A bit of a contrast, but it worked.



Gas pumps at one of the vendors.



Panorama of the Ritz-Carlton's entrance.

At the Cars and Coffee, they had over 250 classic and exotic cars from local car clubs that were displayed on the 10th and 18th fairways of the Golf Club of Amelia Island. Each fairway was bordered by cars the entire length of the fairway. You start off on the 10th fairway and return on the 18<sup>th</sup> (or the other way around if you want to be ornery). That was a wonderful car show in itself.

There was a Lamborghini dealer there with a stable of Lamborghinis, all of different bright colors. Sandra labeled them the “Easter Egg cars.”



Easter Egg Lamborghinis

There was an absolutely remarkable custom-built 1940 Mercury that had Cliff and me stumped at first. It looked like a '40 Mercury front clip, but the back half looked more like a chopped Lincoln Zephyr. The builder of the car was there and spent a lot of time with Cliff and me explaining the car and showing us his photo book. The whole car is essentially hand-built. I don't recall what the super-charged engine is, but it's all chrome and it's big! The front wheels have skirts, and the skirts turn with the front wheels. This car is a piece of art, and probably my favorite of the day.



1940 Custom Built Mercury Coupe. Very long!

There are just too many other great cars to get

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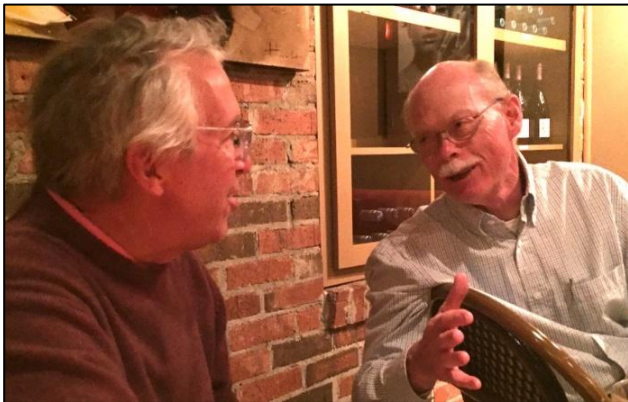
**Out** continued from previous page through, and this was just the Cars and Coffee. It's not even the Concours d-Elegance, which was Sunday. Plus, we only got to two of the five car auctions. The "Hollywood Wheels" auction had a TON of great 1940s and '50s American classic cars that were just elegant, including a few Early Ford V-8s. Most were '50s cars however.



Sandra, Liz, & Char at the Hollywood Wheels auction.

Lunch was at a very popular restaurant in Fernandina Beach that's in an old gas station. Down-home food. We had some really good burgers and fries.

Dinner that evening was at Chio's Italian Bistro, a really excellent restaurant in Fernandina, with a number of our NVRG friends, including the Greens, Simons, Blums, and Char and me. We had a good time comparing cars and stories. Don Fowler was at an adjacent table with several of his friends. I'm afraid I didn't get a good group photo, so that's missing. After dinner we walked a sort distance down the street to a wonderful ice cream and candy shop to get some desert.



Bill Simons and Don Fowler swapping stories.

Now we're ready for the big day, the Concours d-Elegance! The cost of admission to the field was \$95 each if preregistered, and \$125 the day of the show. A large portion of the entrance fee goes to charity, and the show has contributed about \$2.5 million to charity since its inception 20 years ago. After three days of constant car viewing, the girls decided to economize (?) and spend their time

shopping while Cliff and I attended the Concours.



We had a nice surprise as we entered the field. At the official start they played the National Anthem, which ended with a flyover by a classic twin-engine Lockheed Electra and two single-engine airplanes trailing smoke. Nice touch to the start.

The Concours d-Elegance was tremendous, with hundreds of cars, and it is more impressive when you realize that all cars on the Concours were there by invitation only! You had to be asked to show your car. It was again held on the two fairways of the golf course and was absolutely LOADED with the best of the best automobiles.



Cliff Green, Bill Simons, David Blum's friend, David and Jim McDaniel wearing their "Patron" badges.



**"Nugget" – Out!**

Here's just a few samples of what we saw on the next page.

**Out** continued on next page





Concours d-Elegance crowd on the big day!



Flathead-powered 1936 Ford Coupe, the "Ed Pink Lakester"



Al Mason's 1928 Auburn



1930 Cord L-29 Speedster



1936 540K Mercedes-Benz



1938 Phantom Corsair Concept



1931 Cadillac Fleetwood 16-cylinder



1928 Mercedes-Benz



A rather ominous front view



1938 97 Supercharged Graham



1974 "Fascination" with two closely spaced front wheels



6 Cliff points to the Ford flathead in this 1948 Allard M1 Coupe



1927 Isotta Fraschini Phaeton



NVRG member Al Mason with his blue-ribbon winning 1928 Auburn



The Allard's flathead was 337 ci producing 250 bhp w/ 3-deuces



1951 Studebaker Manta Ray Concept Car. The only one, and the first time shown in 60 years

**Amelia Island**

By Dave Henderson

Cliff and Jim,

Envy, envy, must be nice to get to Amelia regularly!

In addition to Al Mason, the NVRG also had another member entered a car at Amelia this year. Bill Lightfoot, was invited and entered his Porsche 356 four cam Carrera 11. Bill has had at least one other entry in previous years. Maybe you already knew, but just in case you didn't.



Bill's Porsche at Amelia – [themotoringjournal.com](http://themotoringjournal.com) picture.

**More About Utes**

By Trevor Poulsen

Have just returned from the Australian V8 Nationals. I now have to sort out photos and captions, plus write a story. When finished, will send it to *V8 Times*. Meanwhile, I took this photo of two Roadster Utes to illustrate the backs of the two types that were available.



The 1935 Well Side Ute is on the left and the 1936 Straight Side Ute is on the right.

The 1936 Ford has the Straight side body, with the moulding around the top, while the 1935 Ford is a Well Side Ute.



You can see how much lower the body and Tail-gate is on the Well Side models.

The Nationals were held at Echuca. We drove modern, and toured further south after the event.

Arrived home on Saturday after clocking up 5,000 km.



An a front view of the Utes.

For people that want to look at some pictures from the recent Australian Early Fiord V8 Nationals, check out these pictures that are on the Web and available for sale from the Photographer.

It was a great turnout and very enjoyable. Also the weather was great.

<http://robspictures.zenfolio.com/p589836903>

<http://robspictures.zenfolio.com/p604604409> - there's even a Woodie in this group of pix – a 1949! (Ed.)

**The Ups and Downs of Power Windows – Part II**

By Art Zimmerli

Reading Cliff Green's very informative article, "The Ups and Downs of Power Windows" in the *April Valve Clatter*, was a reminder of why the hydraulic system was short lived. As Cliff noted, 1949 was the first year for Mercury to have power

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windows; they were standard equipment on my '49 convertible. It was very special at the time to have a top, windows and seat that would operate automatically under the same system. Over time, problems developed. Primarily leaking valves that operated the pistons and were located in the doors and under the seat. This would allow other pistons to operate other than just the one you activated. As an example, if you were raising the top, the seat might move. Parts were almost impossible to find and even if you could, the repairs would exceed the value of the car. You simply added fluid from time to time to try and keep it somewhat operational.

One night I was in downtown D.C. with a new girlfriend and made a U turn on Pennsylvania Avenue. Surprise, I was pulled over. I lived in Maryland, had Maryland tags, and tried to convince a very large D.C. police officer that this was my first trip into the District and was lost. He was not buying the story and was giving it to me verbally, up close, thorough the open window. It was at this point that new girlfriend decided to close her window. The timing could not have been worse because my window went up too! I remember throwing up my hands so the officer could see I was not winding up the window between us or in this case pressing the switch that shut the window on him.

At the end of the evening girlfriend said, " if you want me to go out with you again it will have to be another car because this one reeks of hydraulic fluid. "

Now she could have said that but she didn't because, in spite of it all, that yellow '49 mercury convertible was really looking good and of course so was I.



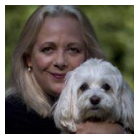
## GREETINGS FROM ELYSE'S WINE CORNER

### Mergers and Acquisitions

By Elyse Kudo

Mergers and Acquisitions seem to play a key role in a variety of industries.

Whether it's Fiat Chrysler, Kraft foods acquir-



ing Cadbury, BB& T Corporation purchasing Susquehanna and Bank of Kentucky, it's the way of the world.

When M&A occurs in the wine world there is always a bit of buzz. A larger multi-winery consortium should be viewed in several ways. First, is the company family owned or publically traded? In the case of Jackson Family Wines, there are 51 projects in play currently with two major jewels having been acquired in the past several weeks; Penner Ash - cult Oregon wines and Copain - a revered property in Sonoma. Chateau Ste. Michelle in Washington State is a winery which was sold to Altria aka Phillip Morris. Under this umbrella you will find Ernst Loosen from the Mosel, Conn Creek from California, Erath from Oregon, the esteemed Antinori winery, etc. The benefits of acquisition allow for winery improvements, proper marketing, a myriad of resources, etc. The main thing when acquiring the company is to hold true to the roots of what was purchased and express the terroir which gained the following and popularity for the winery. Both examples I've mentioned are the good case scenarios. One, a private family owned entity and one corporate, yet both extolling and improving upon the acquired wines.

Then there are instances where you wonder what will become of the wine. A case in point would be Constellation's purchase of Meomi for \$315 million. Meomi was one of those brands that just catapulted to the top of the charts. The Pinot Noir has more than its share of Syrah in the blend which, well you guessed it, doesn't necessarily ring true to the proposed varietal. In addition to which it is comprised of grapes from throughout California in lieu of speaking to a specific site. This is not necessarily unusual, but we are talking about production on a large scale and a purchase that was based on a deal price roughly 24 times against the brand's current (at the time) and future earnings. The kicker is there were no vineyards included in the deal... all "juice" will need to be bought to fuel the 700,000cs production. The purchase occurred last August so it's a wait and see since the winemaker agreed to stay on for 2 years as part of the agreement.

So, what wines should you look toward to tempt your palate this month? Selections from the Jackson Family and the Chateau Ste. Michelle portfolios include:

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### Chardonnays

Hartford Russian River Chardonnay - Bright crisp fruit and according to Robert Parker's Wine Advocate - "This might have been the best tasting ever due to the strength of the 2014 Chardonnays, Pinot Noir and Zinfandels." It's bracing and savory and a tremendous value. SRP \$24.99

Chateau Ste. Michelle Chardonnay - Food friendly with a fresh, soft style having notes of bright apple and sweet citrus yet a touch of subtle spice. This is a lovely expression of Columbia Valley fruit. SRP \$15.00

### Pinot Noirs

Nielson Santa Barbara Pinot Noir - Beautiful floral and mineral notes lend toward a silken, smooth wine that at cellar temperature provides a seamless pairing with grilled lamb, mushrooms and poultry. SRP \$19.99

### Merlots

Freemark Abbey - Freemark Abbey was honored in May along with Chateau Montelena and Stags Leap Winery as it was the 40<sup>th</sup> Anniversary of the Judgment of Paris tasting which truly put California wines in a whole new and very esteemed light. Events were held at The Smithsonian, The Cannon Caucus Building and The Ritz Carlton. George Taber, the Time Magazine writer who wrote the story, Steve Spurrier, not the football player but the British wine expert (founder of Academie du Vin and Christie's wine course) who conducted the tasting were in DC for the event along with a host of other celebrities. The movie Bottle Shock is a tribute to this tasting. The Merlot is a Napa treasure which is opaque, dark ruby in color it expresses rich dark fruit aromas and is composed of dark cherry, boysenberry, Santa Rosa plum and dried herbs. SRP \$34.00

### Sangiovese

Antinori Tignanello Toscana IGT - A blend of 80 Sangiovese, 5 Cabernet Franc, 15 Cabernet Sauvignon- the wine is potent and complex and exudes spicy notes that mingle with red fruit, smoke and balsamic sensations as well as cherries, plums, licorice and rosemary. It is amazing on many levels and would be a fine treat for Father's Day. SRP \$79.99

Cheers,

Elyse

Questions? Email me - [Elyse.kudo@jfwmail.com](mailto:Elyse.kudo@jfwmail.com)

## BOOK REVIEW

*Our special thanks to Milford Sprecher and the GWC's Ford Script (Ed.)*

### MY FORTY YEARS WITH FORD

*By Charles Sorensen*

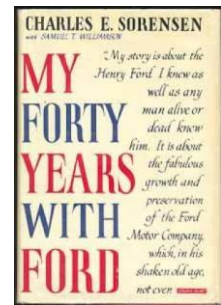
Charles "Cast Iron Charlie" Sorensen was one of Henry Ford's most famous employees and one who was with him from almost the very beginning of Ford Motor Company up until just before Ford's death. This book was the result of interviews conducted when a history of Ford Motor Company was compiled in the early 1950s. It is currently out of print in hardcopy but is available electronically. I first read it in a copy I borrowed from the library many years ago. I have recently bought an electronic copy and reread it.

The book is a fascinating look at one person's view of the history of Ford. Sorensen was one of Henry Ford's most trusted employees. Sorensen believes that he knew Henry Ford better than almost anyone else, including members of Ford's own family.

Sorensen was a Danish immigrant, who came to the U.S. as a child. His father was a patternmaker and he became a patternmaker, too. Patternmaking is the process by which wooden patterns are made of prospective parts prior to production. Sorensen, according to his own account, succeeded because he could take Henry Ford's ideas and turn them into patterns and parts that would bring the ideas to life. He also went along with Ford's quest to build a high quality, low-priced car for the masses.

The book is organized into chapters that discuss important events in the history of Ford Motor Company: the early days, the Model T, the growth, the assembly line, labor relations, cooperating with the Soviet Union, the Willow Run bomber factory and the relationship that Henry Ford had with his only son, Edsel. The book also talks about those critical to the success of Ford, including James Couzens, Harold Wills, William Knudsen, Edsel and Clara Ford.

The Model T was developed as a skunk works project, the principal engineer for which was Hungarian immigrant Joe Galamb. The board of Ford Motor Company was not in full agreement with



Review continued on next page

**Review** continued from previous page

Henry's idea of an inexpensive car for the masses, so development was a side project. Sorensen also talks about the changeover to the Model A, too, but not as in as much detail as I would have liked. Sorensen writes like the A was primarily Henry's product, and that the development of the car took about 90 days. Hard to believe.

There are many other nuggets of information, including the importance of metallurgy to the T and later cars and the casting of one piece engine blocks in the T and the V8, unheard of at the time.

While Sorensen's recounting is just one man's story, it is an important one in the history of automobiles and of Ford. It is a quick read. I highly recommend it.



Charles Sorensen in 1933

## TECH TALK

### How Old Are the Tires on Your V-8?

By Editor

Cliff Green sent me a link to a very important [article](#) on the Tire Safety Group's website. Numerous studies written by or for the National Highway Traffic Safety Administration support a finding that tires expire in six years. Today's tires are apt to fail because of age before they run out of tread. That's because almost all radial passenger car tires sold today have tread life guarantees ranging anywhere from 40,000 to up to an astounding 100,000 miles.

Some of us probably put between 1,000 and 2,000 miles on our V-8s each year. That means we're very likely to bump up against the age limit than run out of tread. Tires manufactured after 2000 actually have a "best when used by date." Think about the question posed in the title of this article for a minute. Have you even thought about how long the tires have been on your beloved V-8? We all check

the tread wear and tire pressure but when is the last time you thought about how long the tires have been on your V-8?

Here's an excerpt from the Tire Safety Group webpage:

*Begin quote:* The evidence is clear: tires should have an expiration date. Older tires are substantially more likely to fail than newer ones. This is because tires are made mostly of rubber, and rubber degrades with age. Sunlight, heat, ice, and general wear and tear can accelerate the breakdown of a tire. Once a tire begins to break down, it becomes more likely to fail in the form of a tread separation—often at highway speeds, when the failure is most likely to cause catastrophic injuries or death.

For most tires, this expiration date should be six years from the date of manufacture. Tires age dangerously because of a chemical process commonly referred to as oxidation, which simply means that as the tire components are exposed to oxygen, the oxygen particles cause the flexible components of a tire to harden and become brittle. Over time, the tire will simply fall apart under normal stress, just like an old rubber band. Because this process occurs naturally, it does not matter if a tire is being used, stored as a spare, or simply waiting on a store shelf for an unsuspecting consumer. *End quote*

How do I know when my tires were manufactured? The 2000 tire safety law mandated that all tires have certain information imprinted on the tire sidewall that looks like the picture below. What you should be interested in are the last four digits in the week code/year code section. In this case the tire was manufactured in the 5<sup>th</sup> week of 2011.



The tires on my second Woodie were made during the 13<sup>th</sup> week of 2013 and the car has travelled less than a mile under its own power. There's no way I'll ever run out of tread before the beginning of April 2019!



**43rd Annual  
Sully Antique  
Car Show**

Registration Form  
2016

88 Years • Ford Model A • 1928-2016

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

**Sunday, June 19, 2016**  
10 a.m.-3:30 p.m.

presented by  
**George Washington Chapter, Inc.**  
and  
**Fairfax County Park Authority**





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/closed | 18. Studebaker all years           |
| 2. Ford A 1930-1931 open        | 19. Chrysler thru 1991             |
| 3. Ford A 1930-1931 closed      | 20. Others vehicles thru 1939      |
| 4. Ford A 1928-1931 commercial  | 21. Other vehicles 1940-1948       |
| 5. Ford T thru 1927             | 22. Other vehicles 1949-1959       |
| 6. Fords 1932-1942              | 23. Other vehicles 1960-1969       |
| 7. Fords 1946-1953              | 24. Other vehicles 1970-1991       |
| 8. Fords 1954-1959              | 25. MG thru 1991                   |
| 9. Mustangs 1964-1966           | 26. Foreign thru 1969              |
| 10. Mustangs 1967-1991          | 27. Foreign 1970 thru 1990         |
| 11. T-Bird 1955-1957            | 28. Commercial thru 1991           |
| 12. T-Bird 1958-1991            | 29. Military thru 1991             |
| 13. Chevrolet 1955-1957         | 30. Motorcycles/Scooters thru 1991 |
| 14. Chevrolet 1958-1991         | 31. Cadillac thru 1991             |
| 15. Corvette 1953-1967          | 32. Packard all years              |
| 16. Corvette 1968-1991          | 33. Volkswagon thru 1991           |
| 17. Pontiac thru 1990           |                                    |

An admission fee of \$10 adult (age 18-64 yrs.), \$8 senior (age 65+) and \$6 child (age 5-17 yrs., 5 and under free) 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: Va. Relay 711.

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



**George Washington Chapter**

**Mount Vernon Region**

Visit GW Chapter at [www.GWModelA.org](http://www.GWModelA.org)

Visit the parks online at [www.fairfaxcounty.gov/parks](http://www.fairfaxcounty.gov/parks)

**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 in car show areas.**
- Cutoff date for pre-registered vehicles is June 17, 2016.
- 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 1991 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.** For judging information and score sheet go to: <http://www.gwmodela.org/events.asp>

**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

**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 17, 2016**

**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 6/17/16 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: 6/17/16  
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 \_\_\_\_\_



# 2016 Eastern National Meet

Gettysburg, PA

**August 8 - 11, 2016**

Wyndham Gettysburg

[www.wyndhamgettysburg.com](http://www.wyndhamgettysburg.com)

**Celebrating the 75<sup>th</sup> Anniversary  
of the 1941  
Ford**

## TOURS:

- Bus tour
- Driving tour
- Local Garage Tour

We're working on details of where we'll be going...

## EVENTS:

- On site movie theater
- Welcome Party Buffet
- Ice Cream Social
- Your Choice Raffle
- Awards Banquet

## CAR SHOW RULES

- show vehicles must have a fire extinguisher
- show vehicles must pass operational check inspection
- participants must be members of the Early Ford V8 Club of America
- we will have a display division for hot rod participation

## EVENT MERCHANDISE:

Your Choice Raffle plus  
tee shirts  
polo shirts  
sweat shirts  
denim shirts  
hats  
logo pin  
logo gear shift knob

## EVENT REGISTRATION

Download registration form from [www.NCR36.com](http://www.NCR36.com) and mail payment and form to:

EFV-8 ENM

c/o Cornerstone Registration Ltd

PO Box 1715

Maple Grove, MN 55311-6715

Make checks payable to "National Capital Region  
2016 ENM" or simply "2016 ENM"

**SWAP MEET SPACES AND TRAILER PARKING  
AVAILABLE**



## Information Contacts:

Willis Terrett, Chairman, 713 Mattawa Ct., Millersville, MD 21108, 410-923-1154. Email: [v8ford51@gmail.com](mailto:v8ford51@gmail.com)

Norm Heathcote, 305 Gwynnbrook Avenue, Owings Mills, MD, 21117, 410-227-2040, Email: [vvomllc@hotmail.com](mailto:vvomllc@hotmail.com)

Al Zimmermann, 12887 Eagles View Rd, Phoenix, MD 21131, 410-560-0237, E-mail: [zimmco1@comcast.net](mailto:zimmco1@comcast.net)

Cecil Polan, 1109 Gerrardstown Road, Gerrardstown, WV 25420, H 304-229-8366, Email: [ckpolan@gmail.com](mailto:ckpolan@gmail.com)



### Testimonials

#### **Our Ads Get Results!**

- ✚ **Al Edwards** – I noticed a few VC's ago that the long (longest?) running ad for my 1951 Ford F1 Panel had been removed. Thanks so much for keeping it in there so faithfully. It was noticed by Colin Spong when he was here the year before and again last fall when he decided to buy the truck. He made me a good offer and I'm happy to see the little truck go to such a good new caretaker. Thanks, VC!
- ✚ **Maurie Roesch** – Thank you for your help in selling my 1940 Ford. I really appreciate it. Recently, I sold the Ford. Again, thank you for your great support!!!

### Vehicles For Sale

**1936 Ford Deluxe Pickup Truck** – Restored to near perfect condition. \$33,950. **Dennis Murphy**, 703-264-1477 (05/16)



**1936 Ford Fordor Touring Sedan** – They're still out there. A friend of mine, Buddy Mooney, has a '36 Ford 4 door touring sedan for sale. Asking \$7K OBO. His number is 240-320-7930. It is an early '36 and appears to be all original and complete. For pictures contact **Mike Prater** [michael6225@comcast.net](mailto:michael6225@comcast.net) (07/15)



**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 or [jjsfords@comcast.net](mailto:jjsfords@comcast.net)



**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 (05/15)



**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](mailto:hwfoor@verizon.net) (01/15)

### Parts and Miscellaneous For Sale

**32 – 39 Ford Transmission**. All new (NOS Ford) internal parts (gears, shafts, bearings, etc.) and clutch release parts (shaft, fork and arm). Late 36 style gearset (all helical gears, 16 spline mainshaft for sliding gear) in a late pickup case (1946 top loader). With 35-38 clutch release arm (48-7511). No top, but can get one if needed. Will sell complete gearset without the case (i.e. if you want to install these gears in your case). Will not sell gears separately. **John Ryan**, [john@ryanweb.com](mailto:john@ryanweb.com) 301-469-7328. (6/16)



**Red's Flathead Engine Stand**. **Steve Groves** – 301-530-7411 before 9:00 pm. (06/16)



**Big Tex Trailer** – 18 foot, tandem wheel open trailer, practically brand new. \$3,000. **Dennis Murphy**, 703-264-1477 (05/16)



**1953 Ford Parts:** Hood (no dents) \$150, Rear Bumper \$40, Starter \$50, Two Generators \$40 ea., Misc. SS Body Trim \$15, WSW Glass Bottle & Bkt. \$50, R&L OS Door Handles \$20 ea, Two tail lights complete \$25 ea., Front Brake linings (new) \$20, Fan and Bkt. \$30, Three chrome air cleaners \$10 ea., Two fuel pumps \$15 ea., Fuel block (chrome) \$15, NOS Alum Intake (fits 49-53) \$100, NOS 3-Carb Edelrock Intake with progressive linkage \$400, 4 Holley Carbs rebuilt with progressive linkage \$50 ea., 2 Frt. Brake Cyl NOS \$15 ea, 4 Shocks (used) F& R:offer, 239 Motor Complete (EAB)

*Automart* continued on next page



*Automart* continued from previous page

\$900, Inside Door & Window Handles \$15 ea. Many small parts. Prices negotiable. **Jim Tallant**, [301-843-0955](tel:301-843-0955). (04/16)



**House.** All brick one level living. 4 car garage, with panned floor for lift and 11 foot ceiling. 4 bdrm, 3 bath, super kitchen, 1200 ft unfinished storage in walk out lower level. 10 acres with room and sites for additional structures. Really, REALLY private. What is an HOA? I dunno. Do what you want, no neighbors in sight. **Russ Brown** 540 349-0989 [dogbanner@gmail.com](mailto:dogbanner@gmail.com). (04/16)



**Tools** - 6 piece hand tool kit with pouch for your exact year/month EV-8, with "B" tip screwdriver, tire iron, jack, jack handle, grease gun, and pump optional with purchase, as available. **Dave Henderson**. [jrdshen@verizon.net](mailto:jrdshen@verizon.net) or 703-938-8954 (02/16)



**4 used Coker WWs and tubes**, 6:00x16, low miles, good tread, no dry rot. **Bill Chaney**, [flihi@cabelfirst.net](mailto:flihi@cabelfirst.net) or 804-776-7597 (04/15)



**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)



**Bumper type tow bar**, \$50. ½"drive air impact wrench, \$10. 3/8"air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, [wsb39@cox.net](mailto:wsb39@cox.net), 703-679-9462 (09/14)



**1934 Parts:** 40 year collection. 3x21 stud motors; 1 recored 33-34 radiator (never used); many 33-39 transmission gears (some NOS); 1 complete 33-35 transmission ready to use; 34 block motor mounts, door locks and ignition parts; generators; starters; water pumps; carbs; 34 oil pan; intake and exhaust manifolds; steel cylinder heads; NOS cams; new valves; crankshaft pulleys; 34 steering gear rebuild kit with new shaft and bearings; 34 and 40 brake drums and backing plates; 34 and 40 spindles; distributor parts; many small rubber and metal parts; 34 Ford bolt collection for rebuilding a car.

**Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407 – 540-847-3363 (updated 06/16)

## *Wanted*

**For 1940 Ford** – split core 1940 Ford radiator – **Bill Chaney**, [flihi@cabelfirst.net](mailto:flihi@cabelfirst.net) or 804-776-7597 (12/14)



**'39 Deluxe coupe.** Some modifications but it must have a stock or 59A engine, floor shift and torque tube rear end preferably with a Columbia. Also the suspension must also be stock, the interior original with original woodgraining preferred. Modifications could include alternator, electronic ignition, dual exhausts. 6v is preferred but 12v could be acceptable. Prefer a car local enough so I can comfortably review it. **Mel Herwald** [mherwald@mgwnet.com](mailto:mherwald@mgwnet.com)



**'40 Ford Oil Bath Air Filter** – Thanks in advance. **Nick Arrington** [nta1153@verizon.net](mailto:nta1153@verizon.net) or 703-966-8422 (01/16)



**8BA script head bolts** – need eight (8) head bolts pictured below. Must be in excellent shape. **Steve Groves** – 301-530-7411 before 9:00 pm. (03/15)



**For 1940 Ford** – heater switch for hot water heater. – **Bill Chaney**, [flihi@cabelfirst.net](mailto:flihi@cabelfirst.net) or 804-776-7597 (12/14)

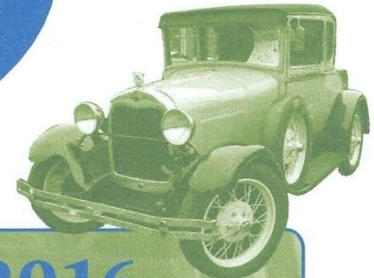
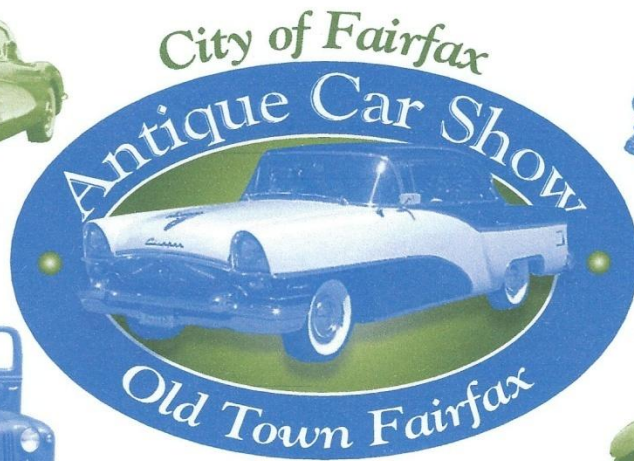


**For 1935 Ford closed car:** the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 – [Jeberly4@comcast.net](mailto:Jeberly4@comcast.net) (07/14)



**Driver quality 35-36 Pickup:** Contact Nick Arrington – [nta1153@verizon.net](mailto:nta1153@verizon.net) or 703-966-8422 (01/15)





**Saturday June 25, 2016**

**10:00AM - 3:00PM**

**LOCATION: CITY HALL**

*(Between Rt. 123 & University Dr.)*

10455 Armstrong St. • Fairfax, Virginia  
Historic Old Town Fairfax—A Sense of Place

## Live Bluegrass Music & Food!



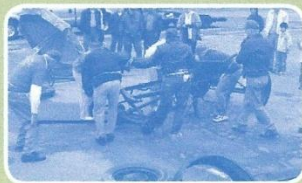
Presented by:  
Northern Virginia Regional Group  
of the Early Ford V-8 Club

City of Fairfax

Sundog Productions

A portion of the  
proceeds are donated  
to the Armed Forces  
Retirement Home  
in Washington, DC

## Come See the Model-T Ford Reassembled in 15 Minutes!



Disassembled 1926 Model-T Ford...



Getting it together...



SHE RUNS!

**Saturday June 25th at 1:00PM**

**Don't Miss this Extraordinary Demonstration!**

For more information go to: [www.visitfairfax.com](http://www.visitfairfax.com) or [www.nvrg.org](http://www.nvrg.org) • email: [info@nvrg.org](mailto:info@nvrg.org)

New date but still the same great show for the family and kids!



# NVRG Calendar



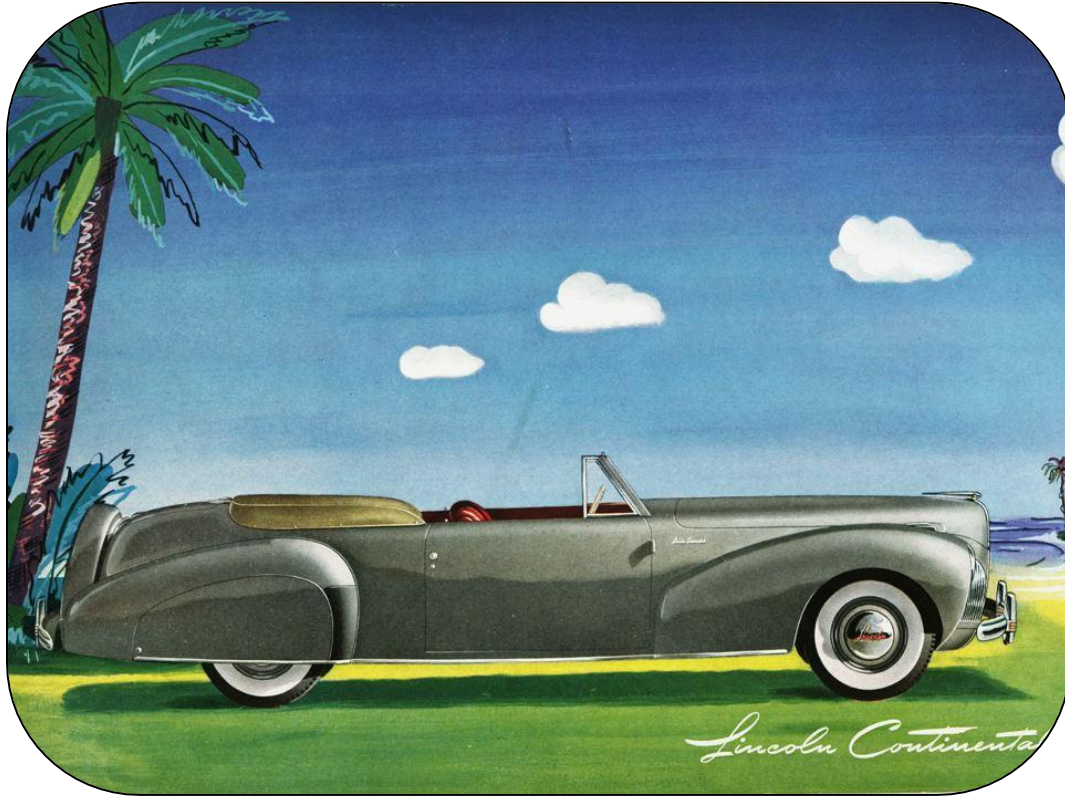
| <u>June 2016</u>   |  |
|--------------------|--|
| 4                  | <b>Silver Diner Cruise-In</b> – Fair Oaks Silver Diner, 4-7 PM. Free meal for bringing your V-8 or other vintage car.  |
| 8                  | <b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30 AM. <b>Questions?</b> Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .   |
| 14                 | <b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Annual NVRG Auction and Ice Cream Social; Nick Arrington, auctioneer. <b>Refreshments:</b> The Gunnarsons  |
| 19                 | <b>Father's Day @ Sully</b> – Join us for the annual NVRG picnic under the shade of the old oak tree.  |
| 25                 | <b>NVRG/City of Fairfax Car Show</b> – <i>rescheduled from May 21<sup>st</sup>!</i> If you registered for the original show date your early registration is still valid. If you weren't able to attend on May 21 <sup>th</sup> you can still register for the June 25 <sup>th</sup> show. All registrations now \$10 whether in advance or at the gate. See page 18 for updated flyer. |
| 28                 | <b>NVRG Board of Directors Meeting</b> – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.  |
| 28                 | <b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>   |
| <u>July 2016</u>   |  |
| 12                 | <b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Transmissions – John Ryan and Hank Dubois. <b>Refreshments:</b> Art Zimmerli   |
| 13                 | <b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30 AM. <b>Questions?</b> Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .   |
| 16                 | <b>Silver Diner Cruise-In</b> – Fair Oaks Silver Diner, 4-7 PM. Free meal for bringing your V-8 or other vintage car.  |
| 26                 | <b>NVRG Board of Directors Meeting</b> – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.  |
| 26                 | <b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>   |
| 27-30              | <b>Early Ford V-8 Foundation's MotorFest 7</b> - Auburn, IN – with support of Regional Groups 56, 69, 141 and 169 from Ohio and Indiana. <a href="#">Click for more info.</a>  |
| <u>August 2016</u> |  |
| 6                  | <b>Silver Diner Cruise-In</b> – Fair Oaks Silver Diner, 4-7 PM. Free meal for bringing your V-8 or other vintage car.  |
| 8-11               | <b>Eastern National Meet</b> , Gettysburg, PA. See page 15.  |
| 9                  | <b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Suspension systems – Cliff Green and Dave Gunnarson. <b>Refreshments:</b> John Sweet   |
| 10                 | <b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:30 AM. <b>Questions?</b> Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> .   |
| 26                 | <b>NVRG Board of Directors Meeting</b> – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.  |
| 26                 | <b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>   |

## Down the Road



- ✦ **September 5** – Lions Club 17<sup>th</sup> Annual Charity Cars show moves to Fairfax
- ✦ **September 17** – Drive-In Movie Night – feature film: *American Graffiti*
- ✦ **October 4-8** – What else but Hershey?
- ✦ **October 16-17** – NVRG Fall Memorial Tour to Graves Mountain Lodge
- ✦ **December 9** – Holiday Gala at P.J. Skidoos

*Celebrating 75 Years of the 1941 Continentals*



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