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# Value Clatter

*Early Ford V-8 Club of America*



*Northern Virginia Regional Group #96  
Chartered December 11, 1977*

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*September 2017*

*Ken Burns - Editor*

## *Eating Our Way Through August*

### **Ice Cream Social and Picnic Slaked Our Appetites**

*By Ken Burns*



Stella McDaniel had never had constructed a banana split from scratch before so she got some expert coaching from Grandpa Jim on the finer points of this fine culinary practice. Big brother Robbie is hidden behind Jim as Grandma Char McDaniel and Helen Burns look on.

What could be better than ice cream, some kids and antique toys? Probably not much but that's what we pulled together for our August membership meeting. Dave and Sarah Gunnarson provided the ice cream and all the fixins for building your own banana splits; the McDaniels had Stella and Robbie McDaniel their grandkids with them and various members brought and displayed models and toys – mostly from their childhood.

Ice Cream continued on page 3

# *Up Front with the President*



*September 2017*

I'm still attending to some pressing family business and don't have a President's message for this month. John Ryan submitted following to the *V-8 Times* about the 2017 Eastern National Meet on my behalf.

Best Regards,

*Joe*

### **V8 TIMES REGIONAL NEWS For the Northern Virginia Regional Group #96 Spring & Summer 2017**

The Eastern National Meet (ENM) was by far the most important and challenging 2016 event for the Northern Virginia Regional Group (NVRG). Details on the meet itself are covered in another article in this issue. A large number of RG members spent a year and a half planning, organizing and executing this event and should be recognized here for their efforts.

First and foremost, meet co-chair **Bill Simons** led the overall effort and managed numerous teams of volunteers.



ENM Co-chair Bill Simons and super understanding wife Liz.

Another key person was **Cliff Green** who organized a team to support the concourse – which had over 140 cars on the show field on Friday. NVRG

President **Joe Freund** negotiated and managed trailer parking for the Concourse.

A highlight of the meet was several tours organized and led by NVRG members.

The first official ENM event on Wednesday, organized by **Nick Arrington**, was a self-guided tour to nearby Manassas National Battlefield, site of two important Civil War battles, followed by a Welcome Party that evening.



NVRG members at the welcome party. The V8s liked the cool weather but members liked the fire pits.

**Dave Westrate** organized and led a short driving tour to the fabulous Udvar-Hazy Center, the Smithsonian National Air and Space Museum's annex at Dulles Airport. **Joe and Sara Freund** organized a 20 mile tour to the farm of NVRG members **Jim and Edna Cross** for a country BBQ dinner with entertainment, a garage tour, and a demonstration of an

ENM continued on page 7

2017 NVRG Officers & Terms	2017 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> (2017-18)	Programs Member – <a href="#">John Sweet</a>
Secretary – <a href="#">John Ryan</a> (2017-18)	Webmaster – <a href="#">Cliff Green</a> (2016-17)	Tours Chair – <a href="#">Hank Dubois</a>
Treasurer – <a href="#">Wayne Chadderton</a> (2017-18)	Valve Clatter – <a href="#">Ken Burns</a> (2016-17)	Tour Member – <a href="#">Art Zimmerli</a>
	Sunshine – <a href="#">Keith Randall</a> (2017-18)	Property & Refreshment – <a href="#">Mark Luposello</a>
	Past President – <a href="#">Jim McDaniel</a> (2016-17)	At Large – <a href="#">Andy Koerner</a>
		At-Large – <a href="#">Jim LaBaugh</a>



Ice Cream continued from front page



There was plenty of the "good stuff" and also...



the healthy stuff set out once again by the Gunnarsons.



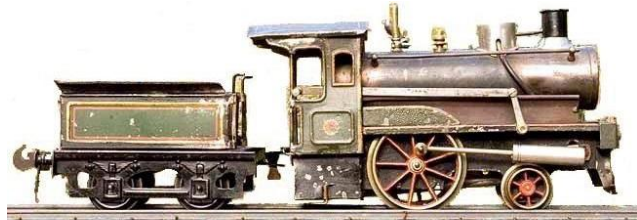
Lastly, the aftermath.

Once everybody had their fill of ice cream we wandered about enjoying the numerous models and toys on display. The oldest toy there was undoubtedly Dave Henderson's circa 1910 Georges Carette working steam engine.



The steam engine powered the red pump on the left.

With the boiler lit and producing steam Dave hooked up a pair of pulleys and drove a water pump. The pump sat in a shallow dish of water and continuously recycled the water back into the dish. I'm surprised that Clem doesn't have a Carette live steam engine in his collection!



Carette Storkleg live steam engine & tender in gauge 1 circa 1903

Keith Randall had several models on display: a McDonald Douglas MD-80 in American Airlines livery. He logged over 6,000 hours in this type during his extensive flying career. Keith also had a model of a 1913 Ford Model T in a display case.



This model served as an inspiration for Keith to complete the restoration of his 1916 Model T Touring.

Keith was with his father when the latter purchased the 1916 Model T in 1958. The Model T then spent the next 50+ years waiting restoration before Keith undertook an off-frame restoration in honor of his father.

Steve Groves displayed another model with an inspiring story; a hand-crafted ceramic model of a 1951 Ford that Steve's late wife commissioned shortly before her death from cancer. Before marriage they had dated in Steve's black 1951 Ford Tudor.





This Buddy L dump truck belonged to Dave Gunnarson's father-in-law, is all original and everything still works.

## My Toys and More

By Clem Clement

Of course I have a few toy cars!!! I brought a balanced selection of various cars/trucks etc. to show constructions, scales, designs, etc. For my display I tried to show mostly cars of my youth: The big White fire truck I had as a child. I don't remember where it came from, but it was used when I got it. It never had the support apparatus or second ladder. At the last event like this, I brought the big brother black Buddy L dump truck like Dave Gunnarson's neato Buddy L. The photo I brought shows me as a youngster with a cast iron fire truck is a fav of mine. I hope all noticed the actual fire truck was in front of the photo in the table. Julian Thomas got me new wheels and the originals are a load in the truck.



The hand-made wooden destroyer (*I thought it was a bathtub battleship. Ed.*) was brought for Don Pauly's benefit. I made such, but not that one. I did bring a metal '32 deuce that Dave Henderson helped me ident as a Wyandotte. The rusty model of a '37 pickup had the name of Clement's Auto Salvage (junk yard) on the side (I lived in junk yards in my youth). The tinny multicolor cheapo pickup truck was of Mexican scrap production. The yellow '37 pickup was a gift from Benny Leonard some years

back. We think the wheel-less yellow T-28 Trojan trainer aircraft model was a flying school demo model. Ken Burns said he flew the T-28 both as a Flight Student and a Flight Instructor (I started in the T-34). The orange homey-did loco showed off someone's skills: rattle can for a boiler, spark plug porcelain for a dome and strange wheels from some other toy. The two rubber cars were mine as a child. One we think is an Auburn, the other we don't know. The rubber is now very hard. I love the model of a junker yellow and green Model A. I have several. (Note it is NOT a beat-up Model). A cheapo plastic car sorta looked like a '39 Linc from the front end as a '40 Ford from the back. It did model dual cowl vents, however! Surely a fun evening.

I certainly enjoyed others toys and the ice cream bash as swell!!

## A Perfect Venue and Day for a Picnic

By Ken Burns



That sweet '40 Deluxe Coupe in the foreground belongs to new members Jim and Debbie Overson who drove in from Leesburg to be with us.

Hurricane Harvey was about to strike the Texas Gulf Coast but the weather was perfect in Great Falls as Joe and Sara Freund welcomed us to the beautiful home. I mention Hurricane Harvey because Joe and Sara's daughter Anna flew out of Houston on the Friday before Harvey struck. She was originally scheduled to fly out of Houston on Monday for a recruiting trip to State College, PA, but was able to change her reservation, avoid being trapped by the storm and be with us for the picnic. It had to be a great relief to the Friends to know that Anna was safe.

The Freund's property was the perfect venue for our picnic with a spacious back lawn, plenty of room on the pool deck for dining and lots of room for our V-8s to assemble in front of Joe's newly completed oversized four bay garage. Several members brought canopies that were set up to provide shade over the serving lines. Once again the Club provided delicious pulled pork, brisket and smoked sausage BBQ from



Willard's with a wide selection of side dishes. Dave and Sarah Gunnarson picked up the BBQ which arrived piping hot in insulated delivery containers. Attendees donated a wide variety of tempting munchies, salads and desserts. Before you knew it we were set up for a feast.



Dave Gunnarson has the serving line nearly ready to go – just remove the foil covers from the serving dishes and let her rip.

At noon Joe welcomed everyone to the picnic, mentioned that Cliff Green's daughter Tracy had brought a special birthday cake for her father and then turned the floor over to Dave Westrate who said Grace.



Joe Freund (in the gray golf shirt) welcomed us. Dave Westrate (with back to the camera in black Woodie shirt) followed Joe and said Grace.



What else would you decorate Cliff's cake with but a picture of his Woodie AND a model Woodie?



Dave Westrate, Jane Chadderton and Leo Cummings, among others, head down the serving line.



Kathie Gray shares a moment with hostess Sara Freund over the dessert table. In background Cliff Green and Tracy get a picture of his Woodie birthday cake.



Keith Randall managed to get his fill.



After passing through the servicing line we assembled in clusters across the ample the lawn and pool deck to enjoy each others company and enjoy the delicious BBQ, side dishes and abundant deserts.



Sara chats with some folks sitting in the shade.



Sara, Sandra Green and new member Jim Overson. That's Jim McDaniel in the red Ford shirt looking at the "Long Horn." Don't know, what a Long Horn is either? Just keep reading to the end of this article and find out.



One of the pool deck clusters.

When we weren't enjoying the great food and our companions company we naturally had to inspect Joe's newly completed garage and do a little tire kicking and talk about V-8s.



We had a great turn out of NVRG vehicles: Mark Luposello – '32 Hi-Boy Roaster; Ken & Helen Burns – '41 Woodie; Keith Randall & Susan Randall – '36 Cabriolet; Clem & Sandy Clement – '39 Pick-up; Howard & Carol Wiles – '32 Hi-Boy Three Window; Jim McDaniel & Char – '51 Cruiser; Jim & Debbie Overson – '40 Deluxe Coupe; Hank & Cindy Dubois – '35 Three Window; Jim & Edna Cross – '36 Phaeton; David & Norma Blum – '39 Zephyr Fordor; Ray Lambert – '52 F-3 Pick-up; Nick Arrington – '41 Pick-Up; Cliff & Sandra Green – '40 Woodie; Jerry Lunt – '35 Five Widow; Jim & Kathy Nice – '51 Victoria; Wayne & Jane Chadderton – '53 Sunliner; and Benny & Sharon Leonard – 1930 Model A Coupe.

In the background is Joe's new garage. In the garage from left to right are his 1947 Fire Truck, 1953 Pick-Up and 1948 6 cylinder Tudor.



Dave and Sarah Gunnarson and their two sons traveled to Tennessee to view the total eclipse and he proudly showed off his total eclipse tee shirt for all to see.

And you know that any event where the V-8s gather there has to be a little tech talk going on. In this case diagnosing a sick transmission.



Doctors Westrate, Dubois, Groves and Clem gather around the patient.





Joe and Sara bought their "Long Horn" from a medal sculptor out in the Shenandoah Valley. Look closely and you can see the horns, eyes, nostrils and tail.

## ENM CONTINUED

antique operating sawmill. Over 200 V8ers participated in this tour in the afternoon following the Concourse.

On Saturday, meet attendees could choose between two tours. Co-chair **John Sweet** organized a driving tour of the house and gardens of two historic Virginia country homes – Oak Hill (1820), the home of President James Monroe, and Oatlands Plantation (1798). **Don Lombard** planned, organized and led a bus tour of Arlington National Cemetery and the Smithsonian Museums on the National Mall.

The exceptional raffle room was organized by **Gay Harrington** who acquired the 140 items on offer and managed a team to staff the room. **Dave Gunnarson** managed the special raffles for the large items.

**Ken Gross** gave a seminar presentation on "Speed and Style" about Edsel Ford's custom speedsters. **Bill Potter** managed the swap meet.

As with any event of this type, a host of administrative and support tasks are essential to its smooth running. V8ers attending were welcomed by **Ken and Helen Burns** at the registration desk, **Jim LaBaugh** at the merchandise counter, and **Hank and Cindy Dubois** handing out goodie bags containing a diverse assortment of useful items they had collected. Behind the scenes however, there were many others, including: **Wayne Chadderton** – finances, **John Ryan** – secretary, **Jim McDaniel** – publications, **Steve Pieper** – corporate sponsorships, and **Andy Koerner** – signage. And last, but definitely not least, was the food committee of **Jane Chadderton, Sara Freund, Sandra Green and Liz Simons**.

**Norm Heathcote**, a key organizer of the 2016

ENM in Gettysburg, provided lessons learned from 2016 and handled publicity. In addition, Norm and friends from the **National Capital Regional Group** conducted the Operational Check for the Concourse.

In addition to those mentioned above with major roles, there were a host of other NVRG members and spouses who contributed in a variety of support roles.

## MORE FROM CLEM

### My 40MERC – the Saga Continues

By Clem Clement

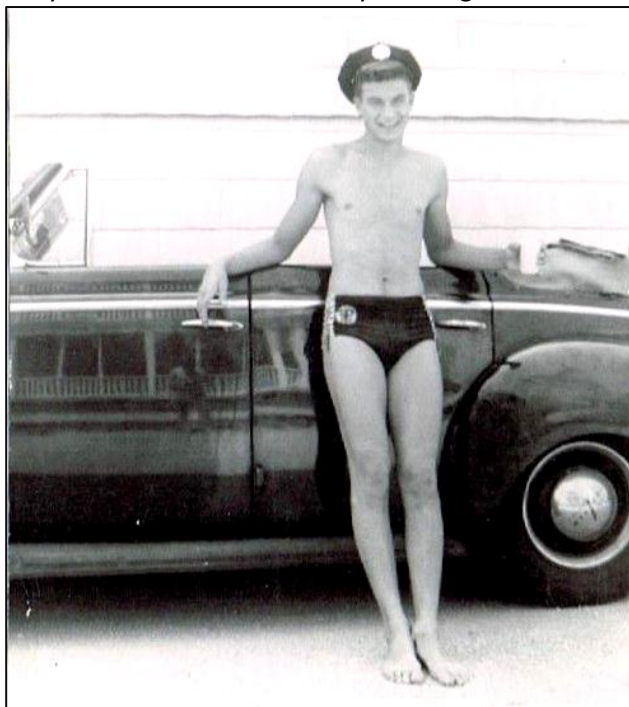
Spring and summer were going tremendously well with the Spring train show at York, a fabulous trip to Norway and Denmark, the Eastern National Meet a grand success, Dandelions National convention too busy to attend, the Sully car show and a trip to see our Kansas family and the National Toy Train Meet in Pittsburg. Who could ask for more? By mid-July we were trying to slow down and prepare for my 80th birthday (I have never been 80 before so I don't know how or what to do or how to go about it...).

Sometime during all that was going on this Spring I happened to read a list of folks/cars preregistered for the June Eastern National Meet in Chantilly. **Pazongas!** There was a listing of my former 40MERC and the owner's name. This started the ball rolling, so I retraced steps and found the owner's registration for the ENM and sent him a letter. I had no other info. A '40 Merc convertible sedan did attend but it was not mine. A couple 3 weeks later in comes an email that Richard (the owner) passed in February and the 40MERC was up for sale. I have not slept since. Why...???

You all know the saga of my 40MERC (see [May 2015 Valve Clatter](#), Ed.) I had kept track of that wonderful car after reconnecting with it after a hiatus of 37 years ('56- '83). Re-finding her was another story and a thrill to know she survived. Daddy died on August 22, 1956, and the 40MERC had to go to make room for rental of one of our 2 garage stalls. After my Service career in the Air Force, I put a letter in Hemmings Motor News and the 40MERC called me. Bob Aufderheide had purchased it in 1966 and was restoring it in Dayton, OH. We met him once but I had not seen the car in many, many years. Bob passed about 5 years ago and his son Richard moved 40MERC to Maryland.

The 40MERC was with me always in my mind. I have been in love with this car for 61 years now. I boasted of once carrying 7 ladies about in it (I

actually trumped as there were really 9...). I bought her spring of my Frosh year at Stevens Tech. A little scary for me as I had no money and huge bills.



So, it hits me that my 40MERC might come home and I shook and cried. She turned up for sale in the Ford ev-8 mag. I gasped and fretted because she is quite rare. Several days and nights of no sleep and the story began to jell. The owner Bob passed several years ago and I had known about that. The car moved to Maryland to the home of Bob's son, Richard. The title did not change. Sadly, Richard passed in February. His widow and Bob's widow painfully decided to sell the car. They created two ads on the car: one for the *V-8 Times* and a one for Hemmings.



40MERC ad as it appeared in the ads.

I made an offer as soon as the first ad appeared. I might mention it was a bit testy around my part of our home. Over the last 3 years we had sold a disassembled '28 Ford phaeton and my beloved '29

Packard seven passenger touring sedan. Plus, two train collections: Japanese and German trains. Sandy had the results of two efforts I invested wisely. How, I don't know but my beggings, whimperings, faint promises of feet washing every day and improving my social skills, elicited a faint "yah" came from her lips. I am a lucky man that is for sure.

We had to wait for several days for the Hemmings ad to come out and be distributed. One evening as I was attending the August Ice Cream Social the thrilling email arrived. My offer was accepted. I believe others were interested as well. Sandy threatened to delete the note as I was out. She never thought twice and we were in negotiations as to how get the \$\$ to the owner. I do wish the circumstances were better for the other families.

I stumble around in complete stunnifiedness. What have we done? Why do I need a car I sold 61 years ago? Holy dumbness Batman!! What was I thinking?

I have no answer but thrilled to think she comes home again. My cousin voted for me to buy her back. She lives in Ocean City and claimed that one night back in 1956 I passed by her window with a chick in the front seat. (Not me as I was in the library for sure.)

Prayers have come true. For 61 years I had dreamed about the 40MERC and the good time I had with her. Her memory carried me many a time while in the military and when pleasant dreams were needed to help me thru a tough situation. I wish Mother and Daddy could see me in my 40MERC again. I tremble with anticipation in looking forward to whatever good fortune the Good Lord has for me next. I can't imagine gooder that a 40MERC. (I hope I can earn it thru more service to my fellow humans and critters). Serenity and calmness of old age interrupted by the thrill of a lifetime!!!

Now the insurance man wants photos of the 40MERC. I'm in VA, the 40MERC is in Indiana, the hauler folks are at Pebble Beach showing somebody else's car. I haven't seen or touched the 40MERC in 57 years. Will she remember me?

Somehow magically arrangements were made for a bank-to bank transfer and Sandy called me from the bank to see if I was really in for this: I said "Yes;" and with a push of a key and **bazam** we are broke and we own the 40MERC. I am in a sweet stupor

It is 3 am and neither of us have slept. Sweet Jesus we have made a major change with this silly



old car. What have we done? Why? How will we pay bills? Will I be afraid to drive the 40MERC? What will our kids think? Will I live long enough to enjoy the 40MERC? How will Sandy deal with its cost? Is this idol worship? I am crazy and have drug Sandy down with me!

At 10 pm we had a fine chat with our auto insurance folks. I wanted full coverage now. She said no; just up to the blue book value. I pointed out this is a national award winner...not going anywhere. I told her the car is in a box in Indiana, the owner lives in Florida but is visiting in Maryland; the box owner is in Indiana; and the car movers are in Ohio going to Pebble Beach next week. Then she wanted the VIN number and things fell apart. "1940 cars don't have Vin numbers, they have serial numbers." I won't have the bill of sale till Saturday—she said look at the old insurance papers from the owner--- don't have any—papers are in Florida or in the car." Failing on that line of questioning she asked how did I know that had been my car---Because the owner's story, the changes in the car done by me match. Then she lectured me on VIN numbers. I did not tell her the frame has been changed. Then she stared over again and I carefully said "good nite." Then the company wanted to know how well the call went!!!

This at 3 am I wondered if it really is my old car... and what about the changed frame... Would the girls who rode in the car remember me? And why are we doing this?... And why can't I sleep??

Talked to the movers. They promise the 40MERC will be here for my birthday bash in September. They are baby-sitting the show car at Pebble Beach.

Insurance in place with no issues as yet. Bill of Sale and Title now here in the house via overnight delivery. I'm very busy cleaning out the garage getting ready for the new occupant. Whatta scene!

The phone call Monday told me that David and Charlotte Delchamp were finished with their duties showing a restored car at Pebble Beach and were heading home. Then to pick up my 40MERC and head east. I felt swell and mystified that all this might really going to happen. The next day they drove to Ron Stauffer's place, grabbed up the 40MERC and headed east. Monday, while trying to get ready for the 40MERC, I messed up the installation of a water hose on the '39 Pickup necessitating us to clean up the garage. Plus Ms. Sandy recommended we move stuff around making more space than I had booked for the 40MERC. I ruined some towels and reddened some airwaves during that

dance.

Tuesday August 22<sup>nd</sup> never seemed to want to show up! The 40MERC started in the Dayton area at 5:am COMING HOME. Sandy had a luncheon out, so it was me all alone with no Merc. Being alone with my worries and doubts inside me screaming for companionship or sympathy. I messed around the home getting nothing done. I fiddled with some sick trains to no success. Made some calls, bit my nails, passed the window 3297070237.7 times. Sandy returned about 3:30 followed by Sandra and Cliff Green. We talked important stuff although I heard nothing. August 22<sup>nd</sup> was the 61<sup>st</sup> anniversary of Daddy's passing.



You can almost taste the anticipation.

And then the huge white trailer and fifth wheel-installed mega truck wandered down my street. Out jumped Charlotte in a bright red dress to announce their arrival. I was a mess. Hubby David said "Clem it is not yours as yet. I have to 'Deliver' the vehicle to your place."

We did some dancing and prancing and then it was time to pop open the huge tail door. Something got in my eyes about that time. David let down the ramp-door and there she was... few times in my life had I been that mumfuggler.



Here's the "mumfuggler."



David, with Cliff's help, fired her up and out she came, quiet as a mouse and gleaming in the afternoon sun. Liz, next door neighbor came over and Benny, Sharon Leonard and grandson Zack joined the opening ceremony. Benny brought a beer for me and champagne for Sandy the break over her bow.



Getting in for his first kiss ever in 40MERC.

Sandy and I were escorted into our seats and I received my first kiss ever in the 40 MERC. I gingerly drove her around the block. Sandy asked for more speed...Not for me. I was afraid I'd break something. She is a sweet runner who is ready to run and not be a Trailer queen any more.

Not much sleep Tuesday night. I did get up and go to the garage at 5 am to see if she was still there. I note she has a Grand National Winner, dated in 2001 and 2 Dearborn plaques. That means she has been a Queen for more than 16 years. Time for the queen to run.

There is not mud, dust, goo tripping for her. Nothing. No cans and bottles and popcorn boxes inside either. My son Joe, sez she is too shiny for my garage. (I feel she is sensing she will get to rollick again on the asphalt.)

During this period felt euphoric. Time and space stopped for me. I am back in the '50s again. Euphoria has befallen me several times in my life. Meeting Sandy was surely one instance. As a pilot, in the midst of a rigorous solo flight, to find that the maneuver just completed would turn out fine. The appearance of "[Pilot's Cross](#)" always lifted me. On a flight crew, a smoothly done procedure accomplishment; in the center of a hurricane; always with the Northern Lights dancing or [St Elmo's Fire](#) about. When ocean diving the amazing 360 views of all the sea life activities.

I tremble looking forward to rekindling my relationship with the 40MERC.

The 40MERC has been a trailer queen for at least 16 years, it appears. She feels to me that she is aching to run down the road again. I shall prepare

her for her original intent.

Golly, the gray-blue paint job is stunning. I wonder what color it is. When she was new, she was black with a maroon leather interior. Now she is grey-blue with a straw-colored interior.

All I need is a little time to lube things, inspect things and she will be ready. I'm not going to rush. I have waited 61 years...I can wait a couple of weeks. However, I am oscillating in my oxfords for a drive.

Light oil lubing done tonight. She is dry in some places that needed lube to function properly.

I did check the serial number on the frame with the bill of sale number: they match.

I'm faced with being responsible for a top condition car to be downgraded because of normal wear and tear under driving conditions. Plus, it seems that everyone wants to touch with their hands, not their eyes. This vehicle has had 439 miles of driving in the 20 or so years since the resto was done. I'm ok with it as I'm the guy who saved the car from a certain death at the hands of the crusher and started her on the way to restoring her. She is going to get used to hands all over, dust and grime and sunlight.



Let's go for a drive, 40 MERC...

## OUT AND ABOUT

### Flash Tour!

By Keith Randall

I wasn't able to participate in any of the Eastern National Meet tours in June due to other duties and I was getting antsy to spend a day on the road with one of my early V8's. Then, July just zoomed by. So, by the first week of August, I was looking for a nice day and an excuse to get out for a drive. I remembered that last year there had been a small community car show in The Plains, VA, sometime in August. I did some snooping and discovered that the Grace Episcopal Church in The Plains was indeed hosting their 2<sup>nd</sup> Annual Community Car Show on Saturday, August 5<sup>th</sup>.

Ok, now I had a destination and all that was



needed was a nice day (not too hot and no forecast rain) and Saturday, August 5<sup>th</sup>, fit the bill! I contacted Tours Chairman Hank DuBois and floated the idea of a Flash Tour for the V8 club with an invitation to the local Model A club to join in as well. The idea behind a Flash Tour is simply a last minute idea to get the old cars out for a drive and enjoy the day.

So, we were able to muster four intrepid V8'ers for an outing. There weren't any Model A folks available because many were already planning a Gettysburg, PA, event that day. However, the four of us: Hank DuBois ('35 Coupe), Frankie Martin ('51 Tudor), Leo & Kathy Cummings ('55 F100); and me ('36 Cabriolet) met up at the usual Fair Oaks location and departed at 10 o'clock for The Plains.



The group in The Plains.



Leo & 'good sport' Kathy (the only gal that came along).

Not too many choices on routing to The Plains but, Halfway Road from Middleburg to The Plains is a great Virginia Byway road and we all enjoyed the beauty and tranquility of that stretch of the tour.

Wow! We get to The Plains Grace Episcopal Church and there are vintage cars parked all over the church property. I was told that the first year the church had 6 cars that showed up, but the count for this year was 107. Our group was 103-107. Better late than never as the saying goes. Well, it was a great event. There was great food, good music and of course the cars. We saw cars that we don't usually see at our local "city shows."

For the return run, we chose a different route. We all traveled Rte 55 to Gainesville where Hank and

Frankie peeled off on Rte 28. Leo and I continued on Linton Hall Road to Bristow, then thru Brentsville, around Manassas Airport winding our way home via Yates Ford and Henderson Roads. Leo said we logged around 95 miles for the day. A Great Flash Tour!

## WELCOME TO THE CLUB

### Robert Tyler

955 Leigh Mill Road  
Great Falls, VA 22066

[airbobtvo@yahoo.com](mailto:airbobtvo@yahoo.com)

703-759-3027 (H) 703-856-4972 (C)

He said he's retired, very happy to be a new member of the NVRG, and is already receiving help pursuing his "current obsession--a restored 1937 Ford pick up."

## RESTORATION ROUNDUP

### RESTORATION CONSTERNATION

By Dave Westrate

I have to share this with everyone so you don't have the same problem when you restore your Woodie wagon. The 1939 era Woodies have three bench seats. The center seat is not as wide which provides a pathway to the third seat from the rear passenger side door. The third seat can be moved to the second seat position which then allows three across seating in the second seat and the rear area becomes a cargo space.

These two seats are installed in the floor pan with special "feet" that are attached to the bottom of the seat frame, two in the front and two in the back.



Front Feet

The front feet are basically a hook that fits into a slot in the floor pan. Once the hooks are engaged in the slots, the seat is rotated back and the rear feet fit into a locking mechanism.



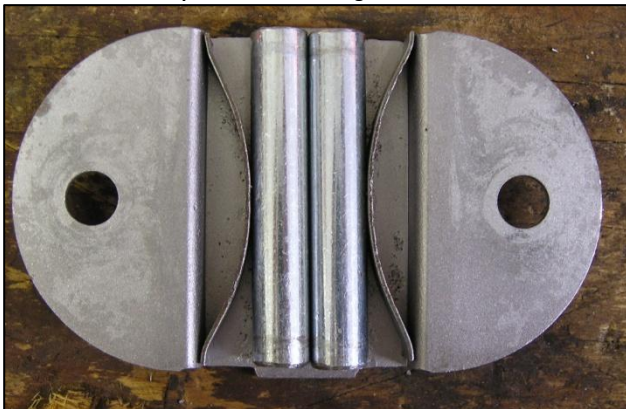


Rear Foot

This mechanism is made up of a "cartridge" that has two round pins that are spring loaded. As the rear seat foot is pressed through a slot in the floor pan and into the cartridge, the foot spreads the pins apart against the springs. When the foot is fully inserted, the pins snap into slots in the foot and hold the seat in place. (Stay with me now, it took a long time to write this.)



Top view of the locking mechanism.



The "guts" of the locking mechanism.

The middle seat position has an extra set of hooks and cartridge slots to accommodate the full width third seat being moved forward to the middle position. Therefore, the rear floor pan area has five slots for hook feet and five slots for the feet that push into the cartridges. Each slot for the hook feet has a small piece of spring steel (a "flipper") attached to the underside of the floor pan with two bolts. When the hook seat foot is inserted in the slot in the floor pan, the metal flipper is pushed down out of the way and when the foot is removed, the flipper springs back to protect the slot from the weather or Zombies getting into the car. All in all, the cartridges and flippers have 95 pieces including the bolts, nuts and lock washers.

So what is the problem? My restoration project is moving right along as the frame and floor pans are finished and have been bolted together for over two years. I have made and fit the new wood body to the finished floor pan assembly. Now I am working on the details and I sand blasted and painted the seat foot parts. The spring steel flippers were shot but I found a source who had them for 1949-1951 Ford Woodies but they had only four left and I had to cut them to size to fit the 39 and I saved one of the originals. I put the cartridges together and bolted them to the floor pan.

Now to the flippers. Suddenly, it became apparent that two of them were located directly over the 4"x4" wood beam that fits between the top of the rear spring channel and the bottom of the floor pan. Obviously, during the assembly process these flippers were installed in the floor pan before the body was dropped on the frame. There is a half inch deep slot cut in the top of the wood beam into which the flippers fit. Thankfully, I duplicated the wood beam exactly including the slots when I made the new one. I remember wondering at the time what they were for. Duh!

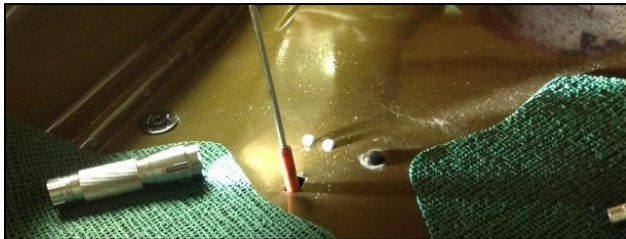
The new gas tank blocked access to the slots from the rear of the car. Also, there is not enough space to get far enough into the slots from the front to manipulate the flippers and two sets of bolts, nuts and lock washers. At best it would be a two person operation because obviously you cannot be on the top and bottom of the floor pan at the same time. After thinking about this for a few days here is what I did. I attached the nuts to the flippers with JB Weld Epoxy. I then got under the car and slid the flippers into the slots in the wood beam nut side down. Then back up on top I put a small magnet through the slot



in the floor pan and got control of the flipper which I then maneuvered until the nuts were lined up directly below the bolt holes in the floor pan.



The flipper with the nuts attached using JB-Weld.



Magnet in the slot to hold the flipper.

However, the bolts were just a bit too short to reach the nuts. So by using a longer bolt I was able to put it in one nut and pull the flipper up against the bottom of the floor pan and then put the original bolt in the other side. I then removed the long bolt and installed the second short bolt. SUCCESS! Now repeat the procedure on the second flipper.

The moral of the story is to pay attention to the details and never never give up. Please don't tell anybody that there are no lock washers under there as I will lose points during judging at a national meet when the Woodie is finished. Maybe I can convince them that the JB Weld is a lock washer because those nuts are not going anywhere in my lifetime!

P.S. I am not an engineer but it seems to me that in a front end crash those rear seats as originally designed would come out of their moorings and fly forward as there is not much holding them in the cartridges and they are heavy. Today, with seat belts installed this is less likely.

## TECH TALK

### Weak Headlights

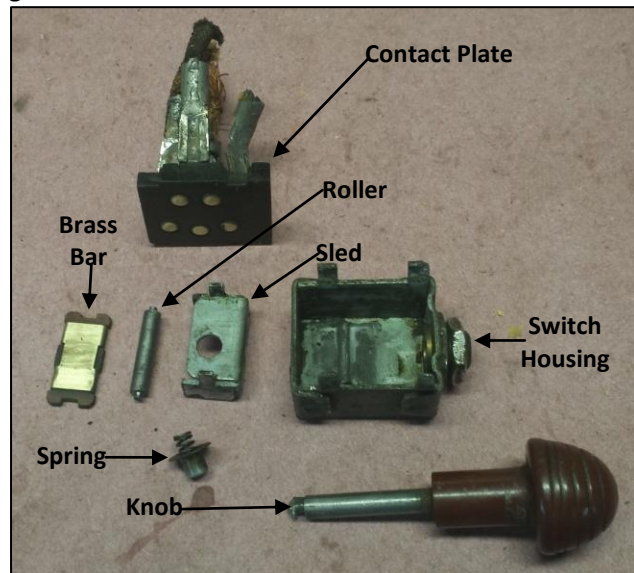
By Cliff Green

The headlights on my '40 were weak and I found that that were only receiving 5.14 volts with 6.34 V at the battery! The power to the headlight dimmer switch also read the same. So the culprit had to be the headlight switch. I found that 6.34 battery voltage was feeding the switch, thus high resistance

in the switch was dragging the voltage down.

I had two other spare switches and ran my meter to check them out to find a good one. There are four wires in a bundle – there are two heavy wires, one for the feed from the circuit breaker, which is always hot, and the second feeds the headlights via the dimmer switch. The black wire goes to the taillights and the remaining goes to the parking lights. You can use your ohmmeter with one lead connected to the power input and use the other lead to check the continuity as you pull out the knob. The first pull of the knob activates the parking lights and tail lights - all the way out activates the head and tail lights. The meter will indicate the sequence.

Now, how is this accomplished? One switch did not show continuity to the brake lights when in the first position, so I took it apart to see what was what. The picture shows the guts: we have a "sled" that is attached to the knob shaft which is removed, by the way, by inserting a paper clip, or such, in the hole in the bottom of the box, which releases the shaft. There is a notch in the end of the shaft that fits in a groove in the box.



On top of the sled is a brass bar that is pressed upwards by a small spring. This puts pressure on the contacts. The sled rests on a roller pin that is stopped by a ramp on the floor to provide the first position when the knob is pulled.

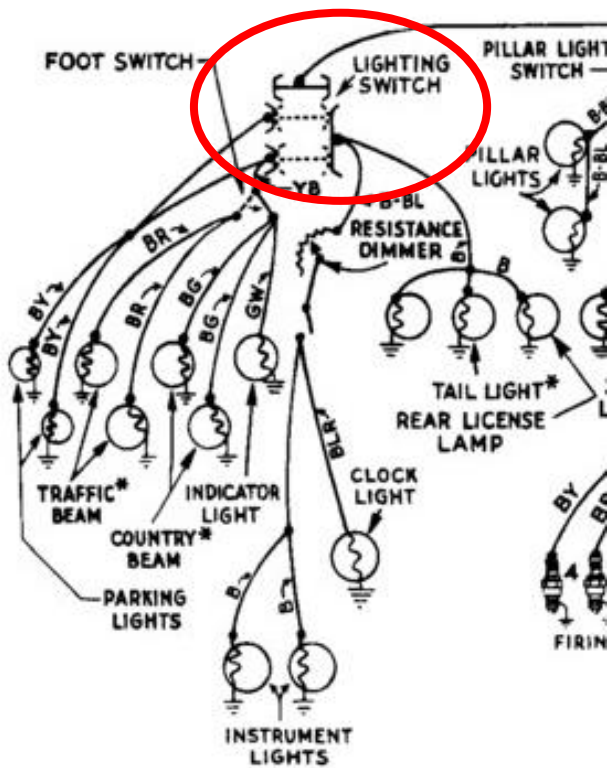
By looking at the bottom of the contact plate you can see the buttons corresponding to what is actuated. The plate is not orientated correctly in the picture. The brass bar becomes hot when it contacts the middle button on the bottom row and distributes the voltage according to its position. Now, if

this bar or the buttons become dirty/corroded we have high resistance. Easily cleaned with sandpaper or emery cloth.

The posts on the top of the plate is where the wires are connected and one of them has two rivets which corresponds to two brass buttons on the bottom. This post receives power to the tail lights in both switch position and one of the rivets was not making contact. Here was the problem and solved with a little solder.

The switch principal is similar in 1937-48 although the housing is different. Your multimeter is the trouble shooting tool and cleaning the brass connections will improve the performance of your headlights.

— KEY —	
B - BLACK	BR - BLACK AND RED
G - GREEN	BY - BLACK AND YELLOW
R - RED	YB - YELLOW AND BLACK
Y - YELLOW	YG - YELLOW AND GREEN
B-BL - BLACK AND BLUE	YR - YELLOW AND RED
BG - BLACK AND GREEN	BLY - BLUE AND YELLOW
GW - GREEN AND WHITE	BLR - BLUE AND RED



1940 Ford Deluxe wiring schematic (partial)

## MORE PICNIC PICTURES



Jim Nice and Jim Cross (foreground) – Joe Freund and Barbara Westrate behind them.



Let's take a look at Joe's new garage.



Dining on the pool deck: Norma Blum, Ken and Helen Burns, Keith and Susan Randall, Dave and Barbara Westrate.



Jim McDaniel, Hank and Bea Amster, and Debbie and Jim Overson.



# Annual NRG Drive-In Movie Tour

Family Drive-In – Stephens City, VA  
September 16<sup>th</sup> and 17<sup>th</sup>



## Saturday, September 16<sup>th</sup>

- ✚ Depart from Fair Oaks Mall at 1:00 pm and caravan through the scenic Virginia countryside to Middletown, VA. Check into the Wayside Inn in Middletown around 3:00 pm. The historic and charming [Wayside Inn](#) is the oldest continuously operated inn in America and dates from 1797. We have 12 delightful rooms set aside for us ranging in price from \$105 to \$165 (before our 20% discount) which includes a full cooked breakfast. The rooms are 3, 5, 6, 7, 11, 12, 17, 18, 20, 21, 22, and 23. Check them out online ([alongthewayside.com](#)) then call 540-869-1797 to reserve yours.
- ✚ Rooms are set aside under "Henry Dubois/Early Ford V-8 Club" and will be held until **September 1st** so don't delay.
- ✚ Dinner at 4:30 pm at the popular [Roma Casual Restaurant](#) in Stephens City, VA then on to the Family Drive-In for their 8<sup>th</sup> Annual Classic Car Show and Movie Night. The car show is from 3-7 pm and we'll have a chance to check out the cars that are staying for the classic '60's musical action film "[Speedway](#)" starring Elvis Presley and Nancy Sinatra which will be shown at dusk.

## Sunday, September 17<sup>th</sup>

- ✚ After a leisurely breakfast, we'll spend a little time enjoying the ambience of the Wayside Inn before departing for our scenic return trip home. Along the way, we may stop at a historic site (TBD) as well as an interesting place for a light lunch or snacks before completing our drive back to the hustle and bustle of Fairfax arriving around mid-afternoon.
- ✚ Contact Hank Dubois for more information or if you have any questions - [handcdubois@verizon.net](mailto:handcdubois@verizon.net) or 703-476-6919(H).
- ✚ This is really a fun tour that takes you back in time so, if you've thought about going before but haven't, don't miss out on the fun this year!



# Annual NVRG Memorial Fall Tour

October 20<sup>th</sup> – 22<sup>nd</sup>

## Friday, October 20<sup>th</sup>

- ✚ We'll depart Fair Oaks @ 10:00 for a scenic drive to Front Royal for lunch at [Spelunkers](#).
- ✚ On our way to Mount Jackson we'll visit [Old Hill Hard Cider](#) before arriving at the [Shenvalee Resort](#) about 4-5pm.
- ✚ In the evening we'll dine in Mount Jackson at the [Southern Kitchen](#).
- ✚ **Important information. You must make you room reservations by SEPTEMBER 1<sup>st</sup>. Call the Shenvalee @ 540-466-3740, ext 1.** Tell them you are with the Northern Virginia V-8 Ford Group. Problems: ask for Kim. Room rate is \$96 plus taxes.



## Saturday, October 21<sup>st</sup>

- ✚ After [Breakfast](#) at the Shenvalee we'll drive over to the Timberville/Broadway Car Show to enjoy the Fall Festival, the cars and W W Motor Cars and Parts. See the full page flyer on the next page.
- ✚ In the afternoon we'll return to Shenvalee Resort for a casual Happy Hour and dinner at [Miller Grill](#).



## Sunday, October 22<sup>nd</sup>

- ✚ After breakfast at Shenvalee we head over to Luray via Rte 211 to visit Luray Caverns/Car Museum, browse the quaint shops along Main Street or otherwise entertain ourselves.
- ✚ Lunch at [Dan's Steak House](#).
- ✚ Scenic drive home via Rt. 340 and Rte 55/I-66 or via Rt. 211 to Warrenton.

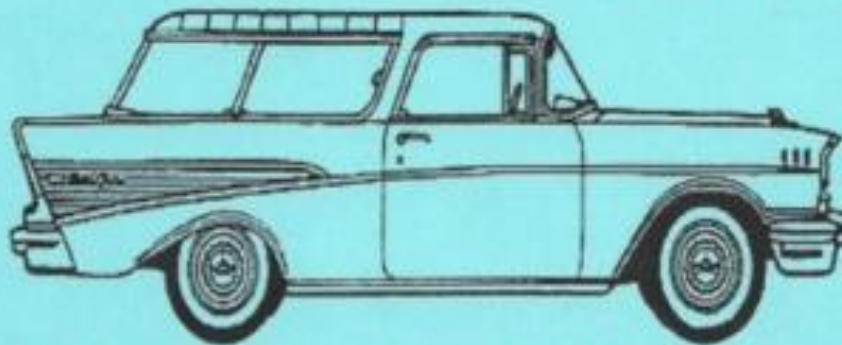
**Questions:** Contact Bill Simons (202) 734-2211 or [bsimons@rustinsurance.com](mailto:bsimons@rustinsurance.com). There will be a sign up sheet at our September and October meetings.



# FALL FESTIVAL CAR SHOW



Saturday, October 21, 2017  
10:00 a.m. - 3:00 p.m.



*W W Motor Cars & Parts, Inc.*

*132 N. Main Street, Broadway, Virginia*

*Sponsored By:*

- ~FREE registration—Non-Judged
- Bring canned food item for Blue Ridge Area Food Bank
- ~Mementos to first 100 cars
- ~Great Food ~Huge arts & crafts show
- ~All antique, classic, & custom cars, trucks, etc. WELCOME!
- ~Kids activities—Bring the whole family!



For more info, call (540) 896-8243  
Monday-Thursday, 7:00 a.m.-5:30 p.m.

Not responsible in case of accident

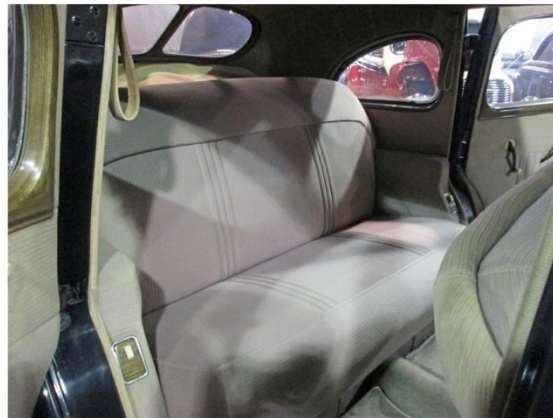
## Breaking News! Huge Raffle Announced

Bob Malley of Rochester, NY, recently donated an original 1939 Mercury Fordor to the Foundation Museum to be used as a raffle car. Bob is past President and a current Trustee of the Foundation Museum.

This beautiful Rouge 1939 Mercury Town Sedan will be raffled off to raise money for the planned expansion of the Foundation Museum in Auburn, Indiana.

The drawing will be held October 6, 2017 DURING the Hershey Swap Meet. Dennis Carpenter has generously given us use of CT and CU 72, which is right near his big tent. Because of a change to the Indiana Gaming rules, the drawing has to take place in Auburn. But we will be on the phone while the drawing takes place and will announce and post the winners at our spot in Hershey. There are actually THREE prizes: The Grand Prize of the '39 Mercury OR \$10,000; 2nd Prize of \$3,000 cash and 3rd Prize of \$1,000.

## WIN THIS CAR



**1939 Mercury Fordor • 45,000 Miles • Meticulously Maintained • Has Original Ford Script Spare  
Smooth Running 95 HP Flathead V-8 • Great Family Touring Car • Winner has Choice of Car or \$10,000  
2nd Prize: \$3,000 Cash • 3rd Prize: \$1,000 Cash • Drawing Oct. 6, 2017 • Need not be present to win**

**Tickets \$10 each**

**License # 142172**

This link <http://fordv8foundation.org/39merc.html> will take you to the Foundation Museum website raffle info, as well as a ticket order form that can be used if you want to purchase tickets using a check. Please note that we can take DEBIT CARDS but NOT Credit Cards for raffles in Indiana.





**ESTATE AUCTION  
THE ESTATE OF BUZZY POTTER**

'39 LINCOLN "K" V-12 SHORT WHEEL BASE LIMOUSINE, '31 FORD ROADSTER DELUXE W/ RUMBLE SEAT & STONE GUARD - RESTORED, '35 FORD PHAETON V-8 - RESTORED, 2008 FORD FUSION SE WITH 25,393 MILES, '67 FORD GALAXIE 500, 72 OLDS VISTA CRUISER W/ 350 V-8 & A/C AND MANY OTHER VINTAGE VEHICLES, GUSTAV STICKLEY CRAFTSMAN OAK FURNITURE, COLLECTIBLE TOYS, CAR PARTS, FURNITURE  
10700 LOCKLAND RD  
ROCKVILLE, MD 20854

**SATURDAY, SEPTEMBER 30th, 2017**

**At 10:00 AM**

BEGINNING WITH PERSONAL PROPERTY, VEHICLES AT NOON

Preview:

BY APPOINTMENT or  
FRIDAY, Sept. 29 1pm – 4pm  
SATURDAY, Sept. 30 @ 9 am



TERMS: Cash, approved check, Master Card/Visa, 15% Buyer's Premium (discounted to 10% for cash or check); 6% MD Sales tax where applicable. All items sold "AS IS", no returns. Immediate Removal.

Milton J. Dance Co., Inc. t/a  
**STEVE DANCE  
AUCTIONS**  
400 Allegheny Avenue • Towson, MD 21204 • 410-823-3993  
www.stevedance.com



*Vehicles For Sale*



**1951 Mercury Woodie.** 351 Ford Windsor, 4 speed C4 AOD trans, Ultra kit Generation II sway bar, Fatman front clip, 9"rear, 4 disc brakes, Jamco Ultra cool radiator, Jamco a/c-Classic Air, new wood by Whiskers, 5"front 8"rear Wheelsmiths, pwr windows-AutoLok, Acrylic enamel w hardener, undercarriage-Miracle Black, 3 org seats & headliner in leather-LaBonney, woodgrain dash & window trim, pwr steer, Banjo wheel, CD/stereo, stainless steel and oak roof rack, "WOODIE" visors, \$78,500. **Richard Thompson** 804-453-4528 (Va) [aatneck@gmail.com](mailto:aatneck@gmail.com) (9/17)



**Early 1947 Super Deluxe Ford Coupe.** Dark blue, 2017 Dearborn Award winner. Car located in Virginia. **Bill Selley**, 703-679-9462 (09/17)



**Eastern National Meet Goodies – Craftsman Tool Bag - \$5.00, Meet Gearshift Knob - \$5.00; Meet License Plate Topper - \$5.00; Compact LED Flash-**

**light w/Clip & Magnet - \$5.00; Meet Pin - \$1.00** or free w/purchase of one or more other item(s). **Hank Dubois** [handcdubois@verizon.net](mailto:handcdubois@verizon.net) or 703-476-6919 (H). Items can be picked up at Hank's home or at our monthly membership meetings. If you would like merchandise shipped to you, shipping costs would apply.

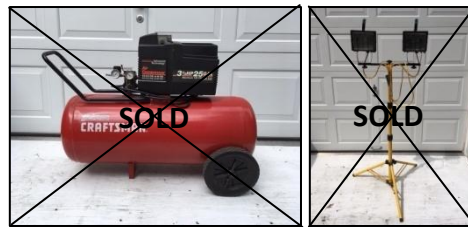


**1950 Ford V-8 Pilot Sedan.** Less that 100 miles on body-off total restoration by meticulous engineer. 21 stud engine, 3 speed column shift, RHD, factory front hydraulic brakes and dual exhaust with custom made stainless mufflers. NOS Grille, Marchal Headlamps, Leather upholstery, heater, radio (not working) handbook, built-in jacking system, parts book, shop manual and tool kit. The basic body and mechanics are that of a 1935/6 USA V8. Current UK documents. Car is in London, England I can assist with shipping. \$27,500 **Colin Spong** [1937lincoln@talktalk.net](mailto:1937lincoln@talktalk.net) (08/17)



**1936 FORD 5 Window Coupe.** Same owner past 55 years; last 20 in covered, dry storage. 21 stud LB engine rebuilt in 1985. Extra running '36 engine. \$26,000 OBO. Located in PA. **Mike Gall** 814-619-8193 (11/16)

*Parts and Miscellaneous For Sale*



**Craftsman Air Compressor:** 3½ hp, 25 gal, maximum



125 psi plus 15' of air hose. \$50. ~~500 Watt Twin Head portable Work Light: \$5.~~ Electric 'Weed Eater': 14" Trimmer/Edger. Serviced and ready to go. \$10. **Four Vintage 5 gallon Gas Cans:** \$10. **Keith Randall** 703-862-2405 (09/17)



**Shocks, 39-48 Ford** – Original shocks with arms: R&L for 39-40 Rear (with dogbones). R&L for 41-48 Front. Used shocks that seem to be in good working order. **John Ryan**, [john@ryanweb.com](mailto:john@ryanweb.com) 301-469-0817



**1953 Lincoln Capri Convertible and Coupe.** Call for more info. **Mike Gall** 814-619-8193 (11/16)



**Antique Farmall Cub Tractor.** includes following implements: Belly Mower; Single Blade Moldboard Plow; Front Snowplow; Sickle bar mower. Has working hydraulic lift and PTO. Runs nice – needs paint & tires. Would make a great tractor for parades, etc. The implements need to be cleaned and serviced in order to make them operable. Asking \$1950.00 – contact me for pics and more info. **Al Edwards** Front Royal, VA, 703-408-8372, [AlFromVA@aol.com](mailto:AlFromVA@aol.com) (11/16)



**Pair of 1949–51 three-rib fender skirts.** Very good condition. Freshly painted gloss black and on my '51 until mid-1990s. \$100 for set. **1949-50 chrome fog light set.** Reproduction. Never installed or used. New condition, no blemishes. Includes set of clear and amber 6-V sealed beam fog lights, wiring, switch and bracket, and instructions. \$125. **"Universal" Turn Signal & Hazard Warning Switch.** Chrome, heavy duty, 7-wire harness, 2 green pilot lights for turn, 1 red pilot light for hazard. In-line fuse and installation instructions. Bought for my '52 F-1. NIB, never installed. \$20. Photos upon request. **Jim McDaniel**, [174shark4@gmail.com](mailto:174shark4@gmail.com) (C) 202-409-4459 (8/16)



**49-53 Ford & Mercury Engine Parts:** Nearly all parts available: Heads, manifolds, crankshafts, rods, camshafts & valve parts, oil pans & oil filter housings, front covers, water pumps, bellhousings, ignition, etc. No Mercury crankshafts or oil pans. Dirt cheap! **John Ryan**, 301-469-7328, [john@ryanweb.com](mailto:john@ryanweb.com) (07/16)



**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)



**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)



**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*

**1952 Ford Pickup Body.** F-1, F-2 or F-3. Body can be rough but with a good frame (roller). Must have a good VA title and VIN plate. **Ray Lambert** 703-595-9834. (08/17)



**1937 Ford.** Right front fender. **Norm Heathcoat**, [vvomllc@hotmail.com](mailto:vvomllc@hotmail.com) or 410-227-2040 (6/17)



**1940 Ford Brake Drums.** I am looking for good, lightly used or NOS drums, that I can put to use. I know somebody has some lying around. Thanks. **Mark Luposello**, [drspdracer@gmail.com](mailto:drspdracer@gmail.com) or 703-399-0999 (4/17)



**Model A Pickup Bed:** Any leads appreciated. Contact

Nick Arrington – [nta1153@verizon.net](mailto:nta1153@verizon.net) or 703-966-8422 (02/17)



**For 1939 Ford:** 2 axle shafts, left axle housing, radius rods, driveshaft and torque tube. **Mel Herwald** 540-925-2222 or [mherwald@mgwnet.com](mailto:mherwald@mgwnet.com) 01/17



**Inside Window Molding** for 1934 Ford 5 Window Coupe – **Ray Lambert** 703-595-9834 (12/16)



**DC 1932 license plate.** Any condition. Looking for a "wall hanger" to complete a mine project for my wall. **Jim Rodda.** [jrodda1932@gmail.com](mailto:jrodda1932@gmail.com) (8/16)



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



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



**For 1940 Ford** – heater switch for hot water heater. – **Bill Chaney,** [flihi@cablefirst.net](mailto: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](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)

## 2018 NVRG CALENDARS



A little teaser – buy a calendar and see what's inside.

Cliff Green and Jim McDaniel are hard at work to finish our 2018 NVRG club calendar in time for Hershey. This will be the 13<sup>th</sup> consecutive year we've published a club calendar! If your car hasn't been featured in a previous calendar it's too late to be in

this year's calendar but they're already collecting pictures for next 2019! Send Cliff a picture of your vehicle. The picture should be 1 meg resolution or larger, include no people unless in the background and be in an interesting setting.

You can buy your calendars at Hershey or one of our regular membership meetings.

Here are some previous [calendar pictures](#).

## BOARD OF DIRECTORS

The NVRG Nominating Committee is seeking **volunteers** to stand for election to the Board of Directors. No previous experience is required. You are not running for a specific office but for a seat on the Board of Directors. Once the Board of Directors is elected the Board will then elect Officers and select Committee Chairs and Members from within the Board (indirect elections). You will not be asked to assume any position you're not qualified for or interested in. If it's your first time on the Board you can fill a committee member position until you feel comfortable assuming more responsibilities. Nominations will be accepted from the floor at our October membership meeting. Contact Hank Dubois at [handcdubois@verizon.net](mailto:handcdubois@verizon.net) or 703-476-6919(H) if interested in running.

## WHILE THE BOYS ARE AWAY

### 7<sup>th</sup> Annual Hershey Wives Luncheon

Helen Burns is again organizing the annual Hershey Wives Luncheon at [Brion's Grille](#) while we're at Hershey. She'd like to know what day works best for everyone:

- Wednesday, Oct 4
- Thursday, Oct 5
- Friday, Oct 6

Please let Helen know what day works best for you by Thursday, September 11<sup>th</sup>. She'll go with the day that works best for the largest number of folks. She'll let folks know the chosen date by email and in the October *Valve Clatter*. She'll also let you know when reservations will close – probably very shortly after the October *Valve Clatter* is published.

As in the past you'll meet at noon and stay as long as you want.

Please share with Model A wives and others as you see fit.





# NVRG Calendar



<u>September</u>	
12	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Alternate Uses of Flathead era Ford Engines. Dave Gunnarson and Cliff Green – <b>Refreshments:</b> Leo Cummings
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> .
16-17	<b>Drive-In Movie Tour</b> –We'll caravan out to Stephens City, have dinner at a local restaurant, and head over to the Stephens City Drive-In for their annual Car Show. The movie this year is 1968's <a href="#">Speedway</a> starring Elvis Presley! See page 15 for more details. Questions: Contact Hank Dubois <a href="mailto:handcdubois@verizon.net">handcdubois@verizon.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>
<u>October</u>	
1	<b>Annual Antique Auto Muster and October Fest</b> at the Armed Forces Retirement Home – Caravan leaves from Pan Am Shopping Center @ 8:00 AM sharp – contact Clem Clement at <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a> or Ken Burns at <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> if you plan on caravanning. Don't get left behind! <b>Nota Bene:</b> The Rock Creek Parkway route is open again!
3-7	<b>What Else But Hershey!</b>
TBD	<b>"While the Boys Are Away" Wives Luncheon</b>
10	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Hershey in Review – bring your pix and Hershey treasures to share – <b>Refreshments:</b> Keith Randall
11	<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> .
21	<b>Annual Fall Memorial Tour</b> – Join us as we tour to the Fall Festival in Broadway. See 16 and 17 for details. <b>Pay attention to the September 1<sup>st</sup> resort cutoff date!</b>
31	<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.
31	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>
<u>November</u>	
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> Woodgraining by Keith Payne – <b>Refreshments:</b> Jim LaBaugh
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.
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## Down the Road



✚ December – Holiday Gala

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