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Value Blatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
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October 2017

Ken Burns - Editor

A Night at the Movies

Would You Believe We Saw "Speedway"?

By Ken Burns



After dinner at the Roma Restaurant we posed for the obligatory group picture: David Blum, Steve & Wendy Pieper, Bruce & Loretta Metcalf partially hidden behind Hank & Cindy Dubois, Mary Edwards in front of them, then Jim McDaniel, Norma Blum, Susan and Keith Randall, Char McDaniel, Sandra Green, Ken Burns and Helen Burns, and finally Cliff Green. Missing from the shot is AL Edwards, Frankie Martin, his son Darren and granddaughter Sierra, known to many of us from her time spent with her grandfather at our Eastern National Meet in June.

Another successful trip out to the Family Drive-In in Stevens City is behind us and as usual we had a great time. As some of you know the drive-in hosts an annual car show in September and screens a car-related movie that evening. Our (the NVRG's) normal routine is to depart Fairfax shortly after lunch on Saturday, caravan leisurely through the countryside and arrive at our overnight accommodations. For the past several years we've been staying at the historic Wayside Inn in Middletown which operates as a B&B. The Inn serves a killer cooked-to-order-breakfast – none of that prefab motel breakfast for this group. When making reservations we choose from a wide variety of quaint rooms decorated with unique antique furniture. Once everyone one has had a chance to relax for awhile we head up US Route 11 and have an early dinner at

Drive-In continued on page 3

Up Front with the President



October 2017

I'm still attending to pressing family issues and don't have a President's message for this month, however, here's Regional Director Dave Collette's summary of the August 19th National Director' conference call.

Best Regards,

Joe

Early Ford V8 Club Conference Call Summary August 19, 2017

The phone meeting began at 11 a.m. eastern time (and lasted 4 hours).

Here are some of the items discussed:

- The Grand National Meet will be held in Dearborn, MI - June 11 – 15, 2018
- The PA Amish Country National Driving Tour is scheduled for May 21 – 25, 2018 (sponsored by the Hawk Mountain RG #57)
- The Welcome to Montana National Driving Tour is scheduled for Aug. 26 – 31, 2018 (sponsored by the Big Sky V-8 RG #153)
- One meet for 2019 has been scheduled: Central Meet in Auburn, IN – Aug. 24 – 27, 2019
- Slots are still open for the 2019 Eastern and Western National Meets
- The V8 Foundation building program is progressing. The footer is completed and the shell of the building should be finished before the snow flies.
- Work is still continuing on the 1949-51 Mercury book and the Flathead Engine book.
- There was discussion on placing articles from the V8 Times online.
- There will be a summary printed in the V8 Times to show what items are judged in the website contest.
- The financial report was discussed.
- Club sales of books were discussed in depth. The Rasmussens were complimented on their great work in distribution of club books and memorabilia.
- There was discussion on trying to have joint meets with the Lincoln clubs.

/s/Dave Collette

2017 NVRG Officers & Terms	2017 Directors & Terms	Committee Members
President – Joe Freund (2016-17)	Membership – Gay Harrington (2016-17)	Fairfax Show – Dave Westrate
Vice President – Bill Simons (2016-17)	Programs Lead – Dave Gunnarson (2017-18)	Programs Member – John Sweet
Secretary – John Ryan (2017-18)	Webmaster – Cliff Green (2016-17)	Tours Chair – Hank Dubois
Treasurer – Wayne Chadderton (2017-18)	Valve Clatter – Ken Burns (2016-17)	Tour Member – Art Zimmerli
	Sunshine – Keith Randall (2017-18)	Property & Refreshment – Mark Luposello
	Past President – Jim McDaniel (2016-17)	At Large – Andy Koerner
		At-Large – Jim LaBaugh

Drive-In continued from front page

Roma's Restaurant in Stevens City before heading over to the drive-in to catch the tail end of the car show. That gives us a chance to wander around looking at cars we don't normally see around here or hang by our own cars and chat with folks who normally don't see our cars either. The car-related movie is shown first followed by the regularly scheduled movie. Depending on the second feature we decide whether to stay for that or head back to the Wayside Inn. Last year the second feature was *Sully* and most of us stayed. This year the second feature was *It* and most of us left. That probably says something about the age of our group since *It* was the top grossing movie that weekend!

The usual suspects from Fairfax gathered at Fair Oaks Mall on a beautiful Saturday for a leisurely scenic drive out to the Wayside Inn in Middletown. Our group included tour leaders Hank & Cindy Dubois ('35 Three Window), Keith & Susan Randall ('38 Deluxe Fordor), Jim & Char McDaniel ('51 Cruiser), David & Norm Blum ('39 Zephyr Fordor), Frankie Martin, son Darren and granddaughter Sierra ('51 Custom Tudor), Cliff & Sandra Green ('40 Deluxe Woodie) and Ken & Helen Burns ('41 black Woodie). After a quick route briefing from Hank we set out for Middletown via some scenic roads that most of us have travelled many times before.

Well, you know what they say about the best laid plans of mice and men. Several of us missed the turn from I-66 onto US 29 in Chantilly and found various routes to rejoin the group on VA 55 in Gainesville. Once we were reassembled we proceeded down VA 55 for a few miles only to find out that VA 55 was closed due to the town fair in Haymarket. A U-turn back out to US 29 and a wifferrdill or two eventually put us back on VA 55 where we were able to continue along our originally planned route to the Wayside Inn.



Woodies always add a little extra class to any historic inn.



We stayed in Room 22, the Plumly, furnished with Colonial charm: a rice carved, tall post, queen bed and a small sitting area with Queen Anne wing chairs and a mahogany chest of drawers.

Even with our circuitous route we still had time to relax and refresh before heading up to the Roma Restaurant. Once there we were joined by Al and Mary Edwards ('51 Victoria), Steve and Wendy Pieper and Bruce and Loretta Metcalf. The Metcalfs were headed out of town early the next morning so we were only able to stay for dinner before heading back home to Berryville.



The group gathers for dinner. Anytime we stop and get out of our cars we all act as if we hadn't seen each other in years! That's Al & Mary Edwards '51 Victoria on the right edge of the picture

The Roma Restaurant is extremely popular and in order to not abuse the wait staff the manager requested we be served family style and pick 3 main dishes. Hank chose: Shrimp Scampi, Lasagna and Chicken Parmesan. Little did we know that the platters would be overflowing even though Hank had told the manager we were roughly the same age as our cars, not anywhere as hungry as a Division I football team. The food was delicious but there was simply no way we could possibly make more than a dent in what was served. Boxes were offered but most folks didn't have the means to safely keep the food until they returned home on Sunday. Steve and Wendy were able to take a few boxes but there was still mountains of food about to go to waste. Al and Mary had the perfect solution for the rest. They volunteer at the [House of Hope](#), a shelter for

homeless men in Front Royal. The Roma staff brought as many boxes as Al needed and now I'll let him finish the rest of the tale. "Great food at Roma and great fellowship with the club! Thanks for putting it all together! The guys at the House of Hope really appreciated the donation and I'm sure there was much lip-smacking going on over the great food. We kept the containers cold with the ice the nice lady gave me at the drive-in concession stand, put it in the refrig over night and took it down the next AM - so everything worked out great."



The Blums head out to the drive-in theater.

After the group picture on the front page was taken we headed off to the drive-in theater more or less as a group. Once in the theater we found spaces together and set up our folding chairs.

I mentioned earlier that the Family Drive-In shows a car-related movie in conjunction with the annual car show. This year's "special" was *Speedway* starring very young versions of Elvis Presley and Nancy Sinatra. Basically, Elvis is a world class NASCAR driver and lady's man with nary a bad bone in his body and Nancy is an IRS agent trying to collect back taxes from Elvis. This unfortunate situation was caused by Elvis' long time friend and business manager (Bill Bixby) who is also a lady's man and does seem to have several bad bones in his body. And, of course, there's also another driver vying to be top dog on the circuit.



Ah, simpler times – there were even girls in go-go cages.

Steve Pieper had this to say about the movie: "I can't remember ever seeing an Elvis movie before but I certainly won't forget that one. Of course the important part of the movie night was the people. We all had a great time and would have had fun even if there was no movie. The icing on the cake was to see Elvis, Nancy, cars, racing! What else could one want? Thanks to all of those that were involved in the evening's planning."



Waiting for sunset. Look very closely and you can see the cream colored roof of Al Edwards' '51 Victoria, then David Blum's '39 Zephyr, Jim McDaniel's '51 Cruiser, Cliff Green's '40 Woodie and Keith Randall's '38 Fordor.



Cliff and Sandra Green, Wendy and Steve Pieper, Char McDaniel, and Susan and Keith Randall were originally sitting in front of the cars above but became refugees when a jacked up pickup truck parked directly in front of them in the row in front.

After a relaxed and delicious breakfast the next morning the folks who stayed overnight at the Wayside Inn in started the journey back to Fairfax via some back roads until we reached Route 50 in Waterloo (I'll let you look it up). The drive back along 50 went smoothly and we pulled in to the parking lot of the Aldie General Store and Café about noon. You might remember the old Aldie General Store always had the big smoker going out front on weekends and looked the worst for ware. It now has a new owner and has been completely remodeled inside and out. As we were pulling into the parking lot the owner appeared to welcome us and opened the gate to the

large grassy lot just for us. Turns out he's a car guy also and want to show us restored 1977 Chevy S-10 pickup. If you ever stopped at the general store before you wouldn't recognize it now. Instead of being an old funky country store it's now more like a café or store you'd find in Middleburg or Leesburg.



Then and Now

After lunch we had a quick photo op behind the store before venturing a couple hundred yards down the road to the restored Aldie Gristmill.



And then there five. This picture was taken by Bill Firth who runs the Aldie Garage. Bill prepped Jim McDaniel's Cruiser for the V-8s Across America Tour in the 2013 Grand National Meet in Tahoe. Bill stood in his WWII vintage Jeep to take this picture. It's Willys and not a Ford Jeep but we thanked him just the same.

At the mill we met two very knowable docents who explained the mill's history, it's restoration and milled some corn for us.



A docent explains that this mill is operated by an overshot race.

The Aldie mill was built shortly after 1804 to grind grain using the waters of the Little River. The

Aldie Dam was built upstream from the mill and a mill race was dug to divert water to power the mill. The mill retains much of its original machinery and is one of the best-preserved mills in Virginia. The mill was in operation from the early 19th century until it closed in **1971!**



There are no gauges or dials so the miller is a true artisan running the mill by his senses alone.

With our visit complete our group slowly broke apart as we headed home after a wonderful weekend with our Fords and our friends. A big thanks to Hank and Cindy Dubois for planning this tour.

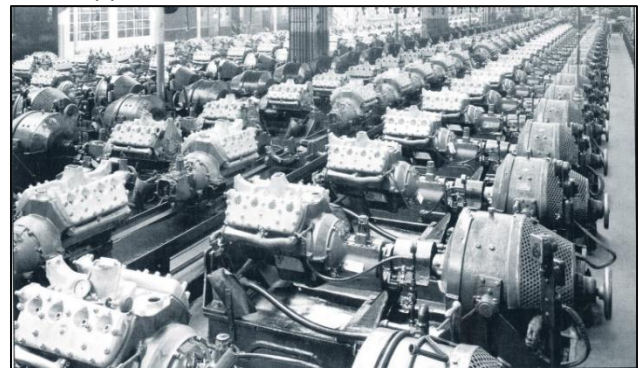
SEPTEMBER MEETING PROGRAM

Alternate Uses of the Ford Flathead Engines

By Ken Burns

A most interesting program was presented by Dave Gunnarson and Cliff Green at our September meeting. Most of us tend to think about Ford Flathead V-8s or 4s as they relate to our cars but Dave and Cliff opened up a whole new way of thinking about these power plants.

Ford mass-produced the Flathead engine in the millions resulting in inexpensive engines with plenty of readily available parts, low maintenance and repair costs thus making it an attractive motor for other applications.



Hundreds of 21 stud V-8s are being broken-in in this picture.

So just what are some of those alternate uses that Cliff and Dave described to us? How about powering airplanes and tanks? They were also used as stationary engines and in boats, compressors, airboats and who knows how many other uses. The engine in my green Woodie was being used to power a winch and boom in a wrecking yard when a friend of mine found it.

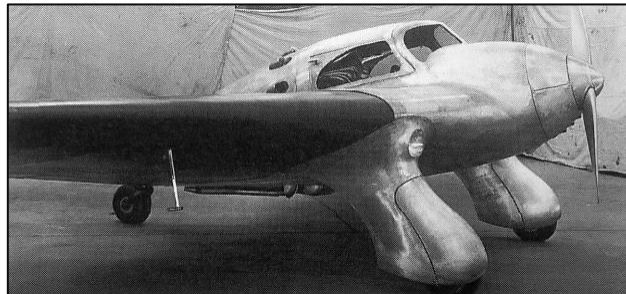
We all know about Henry Ford's interest in aviation and the Ford tri-Motor – he was so deeply interested in aviation he even built his own airport. 1922 was a busy year for Edsel and Henry: Ford bought the Lincoln Motor Company and also invested heavily in the Stout Metal Airplane Company. In 1924 Henry bought out the Stout stockholders and built an airport and airplane factory on airport property. In 1925 Stout Metal Airplane Company became part of Ford Motor Company. Ford produced 199 Ford Tri-Motors between 1925 and the end of production in 1933. Virtually concurrent with the start of Tri-Motor production Ford envisioned a "Model T of the Air," a simple, inexpensive and easy to fly airplane. The result of this quest was the Flivver, with a Ford designed, horizontally opposed two-cylinder engine using Wright Whirlwind components producing 40-horsepower. It was introduced by Henry on his 63rd birthday in 1926. All work on the Flivver stopped in February 1928 when Harry Brooks, Ford's chief test pilot was killed in a crash while flying a Flivver.



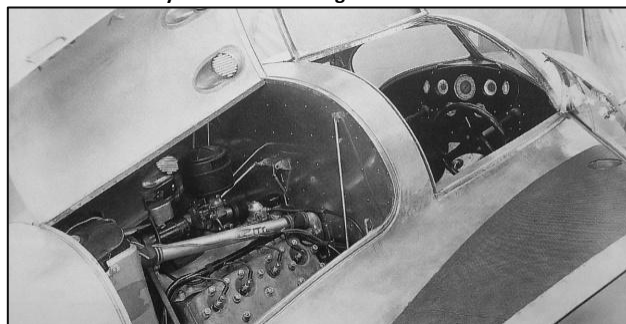
The Flivver designed to Henry's specification that it had to "fit in an office."

Ford tried to get back in the airplane manufacturing business a few years after production of the Tri-Motor ceased. A January 1936 press release said that behind closed doors Ford was designing a new "flivver" using a new, all aluminum V-8 engine. The Model 15-P, as it was called, was a two-passenger "flying wing" or tailless design. It featured a rear-

mounted Ford V-8 driving a tractor propeller with a driveshaft to the front mounted propeller. The fuselage was steel tube with an aluminum covering and the wings were fabric-covered. The landing gear was fully faired with large landing lights mounted in the fairings.

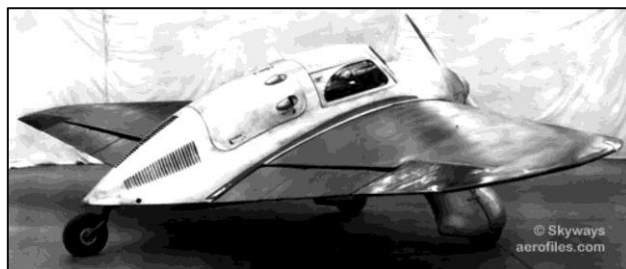


A very sleek aircraft design for the mid-1930s.



The rear-mounted engine actually faces the rear of the aircraft – note that the fan belt is on the back of the engine and the fuel pump is on the forward end.

The aircraft was licensed by the Federal Bureau of Air Commerce in 1936.



Several test flights were made by test pilot Harry Russell, but after an accident the aircraft was put in storage. The remains of the 15P were used to create a prototype autogyro, but all trace of the 15P disappeared when the autogyro was scrapped. The Ford Model 15-P flying wing was the last aircraft developed by the Stout Metal Airplane Division of the Ford Motor Company.

What about planes with Ford engines that were not developed/built by Ford? A power plant averaged 60% of the cost of building at that time. In 1934 the Bureau of Air Commerce Program fostered a program for the development of low-priced aircraft. The program invited aircraft manufacturers to design aircraft that would make airplane ownership be as

common place as owning a medium price car. The target price was \$700. Over 200 different homebuilts of various designs were built under this program. Ford responded by investing money in development of Ford engines for aircraft use, mostly using a modified Model A engine.

Only three aircraft using modified Ford engines received type certificates between 1935 and 1939 under the BAC program.

The first airplane using a Model A engine to receive BAC certification was built by the Wiley Post Aircraft Corporation in 1935. The company is obviously named after the famed '30 aviation legend who lost his life in the same crash in Alaska that killed comedian Will Rogers.



The Training Ship for American Youth!

POWERED with Converted Model A Ford Motor. Dual control, side by side. Parts available at all Ford dealers. Nation-wide interest impels announcement of a new and lower price.

A. T. C. 561
THE
WILEY
POST
PLANE
\$ 1 4 3 8

FULL DETAILS UPON REQUEST. WRITE TODAY TO DEPT. "AD"

WILEY POST AIRCRAFT CORP.

Wiley Post Airport, Oklahoma City, Oklahoma

Note "parts available at all Ford dealers."

The next aircraft to gain certification using a Ford Engine, this time a V-8, was the Arrow Sport a year later in 1936.



You start the Arrow's V-8 by pulling a starter cord just like you do with your lawn mower.



All decked out for a flight in an Arrow: a leather flying helmet on one guy and what appears to be a silk scarf on the other guy.



A barn find that beats all others! Instead of a transmission there's a 2:1 reduction for the propeller.

	Ford	Continental
Dry Weight	402 lbs*	182 lbs
Horse Power	82@3000 rpm	85@2575 rpm
Cooling	Liquid	Air
Rebuilding \$\$		
Rebuilt block	\$55	\$540
Ignition	\$12.50	\$126
Heads	\$9 each	Unk
Carb	Unk	150

* Achieved by using an aluminum oil pan and a lighter generator

Aside from decent reliability and lower manufacturing/repair costs, the engines (both the 4 and V-8) were heavy and bulky with 5 -6 lbs/hp versus 2-3 lbs for traditional aircraft engines. Plus the liquid cooling, radiators and plumbing added to complexity and even more weight.



That black thing between the landing gear struts is the radiator.

Over 100 Arrow Sports were produced between 1936 and 1940 when production ceased. Although reportedly a sturdy and reliable aircraft the company was never profitable.

The final, and most popular, certified production aircraft built using a Ford engine was the Funk Model B which first flew in late 1933.



This Funk Model B looked fairly modern for the times.



The Funk Brothers designated their highly modified Ford Model B engine as their Model E.

The Funk Brother's modified the Model B engine with an aluminum cylinder head and side cover, coolant pump and end housing. It weighed in at 300 lbs including radiator and coolant and produced 80 horsepower.

Funk produced about 100 aircraft using the modified Model B engine before switching to conventional aircraft engines. Variations of the Funk Model B were produced until 1948 using a variety of engines and designations. All in all 380 Funk Model Bs were built including one impressed into service by the Army Air Corps during WWII designated as the

UC-92.

Besides using Ford engines in production aircraft they were a favorite with the home-built crowd. Probably the most readily recognized by Early Ford enthusiasts in the 1935 McGaffey Aviate.



Only a prototype was built and its whereabouts after 1938 is unknown. Built by Fredd M. Smith and Neill McGaffey it had a twin-boom, single tail and panted wheels. It not only was powered by a Ford V-8, but the instruments, tires, brakes and many small components were automotive, as well, giving meaning to its name as a play on "a V-8".



One of the more unique aircraft built in response to the BAC's Requests for Proposal was the Campbell prototype built in 1935 by the Campbell Aircraft Company of Saint Joseph, MO.



The Campbell was powered by a mid-ship mounted modified V-8 producing 100 horsepower at 3,800 RPM. It used a 2:1 reduction gear to drive the pushed prop. The engine was mounted on four rubber mounts and reportedly it was possible to remove the engine simply by undoing the four hold down bolts and fuel lines.



I'm thinking you might have also had to disconnect the throttle and choke as well.

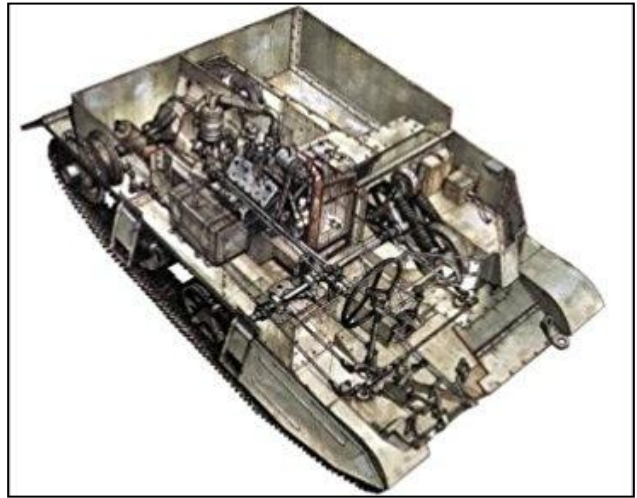
With the advent of WWII Ford's mammoth industrial empire turned its effort toward war production. These efforts were as varied as building CG-4A combat gliders at its Iron Mountain facility (after all, the CG-4A extensively used wood throughout), building nearly 58,000 Pratt and Whitney R-2800 aircraft engines (used in the Curtis C-46 transport, Douglas A-26 fighter/bomber, the Martin B-26 bomber, Northrop P-61 night fighter, Republic P-47 fighter and the Lockheed B-34), and over 18,000 B-24 Liberator bombers at its Willow Run facility.

You are also aware of the various Woodies and Staff cars built for both the US and Allied Forces. Another vehicle built for Commonwealth Forces was the GAU Universal Carrier better known as the Bren Weapons Carrier.



A Bren leads a group of captured Axis prisoners during WWII.

The Bren was powered by an 85 horsepower flathead V-8, could travel at 35 mph, and had an operational range of 150 miles.



This cut away illustration shows the mid-ship location of the trusty V-8.

Ford also designed and built another engine for the military during WWII but it's not a trusty flat-head but designated as the GAA. It's an eight cylinder, 1,100 cubic inch, dual overhead cam, dual carb, 500 hp engine that was used in a version of the Sherman tank. Ford originally developed this as a 12 cylinder engine to compete with the Rolls Royce Merlin and Packard-built Merlins under license from Rolls Royce. The Army Air Corps favored the Merlins and the Navy favored air cooled engines so Ford redesigned (lopped off four cylinders) and repurposed the engine as a tank engine.



Ford built nearly 1,700 Sherman tanks at its Highland Park plant. This was the smallest number of Shermans built by an automobile manufacturer during WWII. There's a GAA-powered Sherman in the [Virginia Museum of Military Vehicles](http://www.vmmv.org/) in Nokesville.

Moving on from the above two uses of Ford flat-

heads we now enter a world where the application is limited only by one's imagination. Just a few examples include stationary engines, motorcycles (yes, really), marine applications and airboats. Some of these applications were commercial and some were just the use of good old American ingenuity.

KR Wilson and Schramm were two companies that adapted the flathead (both 4 and 8 cylinder varieties) to commercial use.

CAN YOU BEAT THESE POWER COSTS?

Save up to **\$293⁸⁰** Per Month on power costs with a **KRW FORD V8 Unit**

50 H. P. with KRW V8 Unit using natural gas (1125 BTU) @ 30c per 1000 cu. ft. \$ 46.80 per month
 50 H. P. with KRW V8 Unit using gasoline @ 18c per gal. (no tax) \$140.40 per month

Above figures show primary fuel costs (lubricating oil not included) for operating a KRW V8 Unit to develop 50 H. P. for 10 hours per day—30 days per month. Compare this with electricity @ 3¢ per KWH which amounts to \$340.80 per month. You can pay for a KRW Unit in a few short weeks out of actual savings!

KRW V8 Units are daily saving money for operators of air conditioning and refrigeration equipment, mills, factories, shops, welders, compressors, pumps, well-drilling outfits, contractors' equipment, etc., etc.

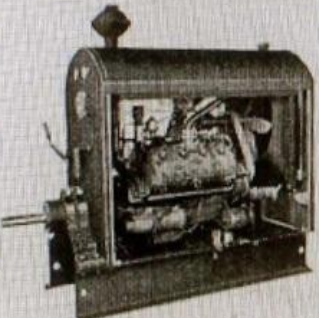
Write for new bulletin just off the press—packed with useful information, engineering data, etc. You can buy through your local Ford Dealer and benefit by local service and low-cost Ford engine replacement features.

K. R. WILSON 17 Lock St. BUFFALO, N.Y.
 Builders of Shop Equipment for Ford Dealers Since 1916
 West Coast Branch: 722 Mateo St., Los Angeles.
 Export Office: 90 West St., New York.

This advertisement for a KR Wilson powered generator extols the cost savings available if you didn't need to have continuous electricity.

INDUSTRIAL POWER UNIT

A husky Power Plant built around the Ford V8 "85" or "95" H.P. Engine. Operates on gasoline or natural gas to produce low cost dependable power. Every KRW installation shows enormous savings. One owner writes—"Made a saving over electric power of \$330.95 in four months." Check the coupon for literature.



Another ad touting the potential savings.

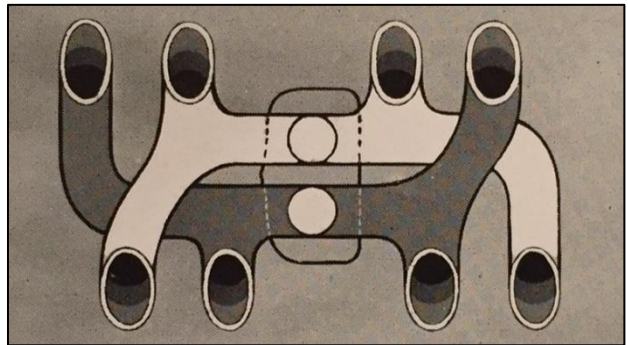
The generator could be mounted on wheels and used to bring power to a job site or other locations. The generator could also be used to power equipment such as welders and air compressors.



This trailer has three KR Wilson power devices on it. The front and back units are power take-off units which might be used to power a saw mill or something similar. The center unit is a flathead powered generator.

Schramm was founded in 1900 by Chris Schramm, and originally manufactured engine driven machinery and portable air compressors. In the 1950s Schramm began to concentrate its business on hydraulic drilling equipment. Its hydraulic drilling equipment was used in 2010 to rescue the 33 trapped miners in Chile.

Schramm took advantage of the Flathead's crossover intake system to use two cylinders on either side to run the engine and the remaining cylinders to compress air.



The front and rear cylinder run the engine while the center two compress air – just the opposite on the other side.



1948 Schramm model 60 crawler (Fordair 60). It runs on 4, compresses on 4. It's 1 of 150 made by Schramm.

All work and no play can be very boring so folks found numerous ways to use the flathead for recreation.



Some like the V-8 60 and others...

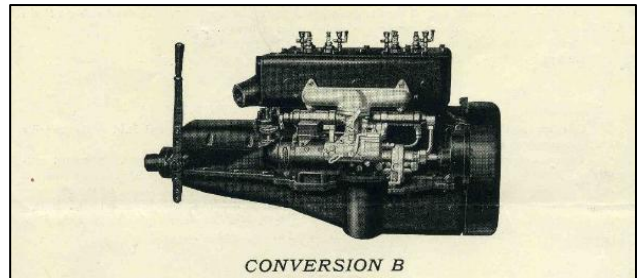
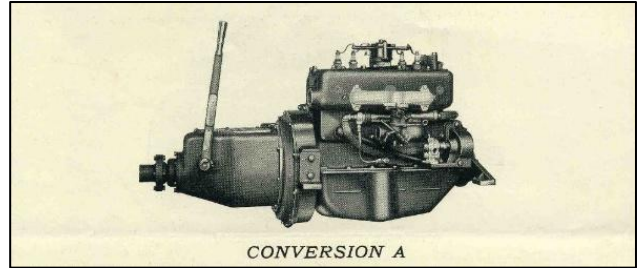


like the 24 stud engine,



Or you could even build a rear-engine one!

After adapting the Flathead for use in the air and on land you might as well go for the Trifecta. Not only using V-8s but Model As and Bs as well.



Engines converted for marine use required more modifications than for other uses. For one thing these engines had to contend with operations in a corrosive environment particularly in salt water due to electrolysis. This required such things as bronze carburetors, stainless steel or monel metal water pumps and monel metal propeller shafts



You Can Build Your Own Boat Engine around a Ford V-8 WITH KRW CONVERSION PARTS

Think of it—8 cylinder pep and smoothness at the lowest possible cost. It's easy too—you don't have to be an expert mechanic to assemble KRW Conversion Parts. We furnish complete instructions. These kits contain the identical parts used with brand new Ford V-8's to build the famous KRW Marine V-8 Engine. Write for prices. Parts also available for converting Ford Model A Engines.

K. R. WILSON, 17 Lock St., BUFFALO, N. Y.
Builders of Shop Equipment for Ford Dealers Since 1916

Since we're talking about Ford flatheads you know we also are going to talk about hopped up Ford flatheads.



This flathead is mounted in an 18' Ventnor 225 postwar hydroplane.

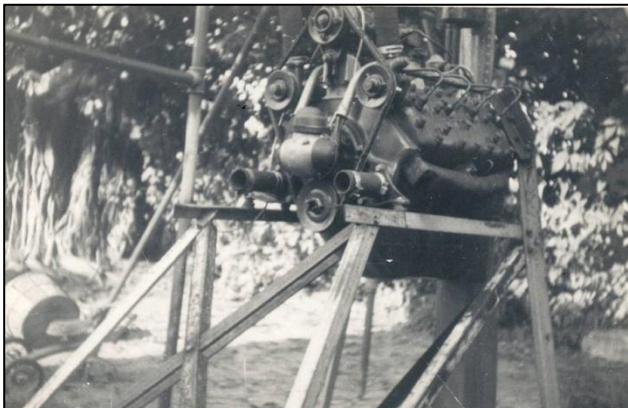


Here's a fully dressed V-8 60 marine conversion.

Finally here's another use for the flathead that isn't aviation but there's a propeller involved. However, it isn't exactly a boat propeller but the boat is on water.



Airboats are a common mode of transportation along the shallow waters of the southern bayous.



I guess if you can't weld you can always bolt angle iron together and throw in a few threaded pipes.

OUT AND ABOUT

A Review of the Western National Meet September 11-14, in Salem Oregon.

By Bill Simons

Liz and I flew from Portland, Maine, to the other

Portland on September 11th, very aware of the events 16 years before. It was a 2 hour ride in our Ford rental car, driving in slow traffic through heavy blue smoke from the surrounding forest fires. We arrived at the host hotel just in time to attend the ice cream desert welcome party. We missed Meet Chairman and Past National President, Steve Lemmons welcome speech but were in time to hear NVRG member and current New England RG President Frank Miller give a short description of his trip from Auburn MA, to Salem, OR, driving his '49 Ford convertible. He mostly followed US Route 2 across the top of the US, occasionally entering into Canada. As usual, Frank had some great stories. I know some of you followed his progress on Ford Barn.



That's Frank's gray '49 Convertible on the Concourse field.

On concourse day the weather was similar to our ENM: cool temperatures and bright sunshine. I signed up to judge '33-'34 open and closed cars thinking there would be several. There was only one! A '34 Roadster that the owner had just bought from a dealer a couple of weeks before. As is usually the case, when there is only one car to judge it is always "over judged." This was no exception. We took almost an hour reviewing all the various deficiencies but in the end the owner was happy to learn about his recent purchase and how he could improve it.

Amazingly, a former NVRG member, now from Washington State, Phil Howard, was on our judging team. He is an old friend of the late SL Ross, Cliff Green, Bill Selley, Hank Dubois and others. Having only one car to judge I had plenty of time to review all the cars on the concourse. Nearby were the '32's in a line and two of them caught my eye. They were both 2 door convertible sedans with roll-up side windows. I learned from the owners that they were both model B-400's, body style that was only produced for two years: in 1931, designated the A-400 and in 1932 with the V-8 engine as the B-400.



I had never seen or heard of this model before but I am sure others have. I was told that only 886 were built in '32, so they are quite rare. Unfortunately the engines and drive trains had been greatly modified, but they were flatheads.

That evening Liz and I and Frank Miller joined an RG from California for a dinner cruise on the Willamette River on a stern driven paddle wheeler. Great fun making new friends. Liz and I didn't stay for the banquet as we left the next morning on our drive to Coeur D'Alene, ID. The interstate was closed due to the fires so we took the back roads around Mt. Hood which were much more interesting. On

our way we stopped over in Pendleton OR for the "Great Fall Round-up" i.e. Rodeo. It was amazing, but that is a story for another time.

Clifton Lion's Club Labor Day Show

This show is now in its second year in Fairfax City across from the Volunteer Fire Department and brought out over 400 cars. The NVRG had several members and their V-8s there amidst the rat rods, new Saleen Mustangs, street rods, customs, classics and just about anything else you can image. Two of our members brought home People's Choice Top Twenty trophies: Cliff Green and Benny Leonard.



The poster comes from Cliff and Sandra's participation in a benefit last year where their Woodie was prominently featured.



Benny Leonard's Model A in front of Ken Burns' Woodie.



This is what I mean by "just about anything:" twin blown Keith Black hemis power this rodded '32 Panel Delivery.

THEY'RE STILL OUT THERE

North of the Border

By Bill Simons

I saw this truck by the roadside in British Columbia and snapped this photo. It had a complete flathead with all the parts under the hood. The name plate on the side of the hood said Two Ton and then the Ford oval, that was missing. Duellies in the rear. What year is it? Maybe a 1938/9? Looks like a possible calendar picture to me.



I love the contrast between the foreboding sky and the truck sitting in the bright sunlight.

TECH TALK

Replacing the Front Spring Shackles in My 1945 Ford Pickup Truck

By Milford Sprecher

After replacing the wiring harnesses on my '45 truck, I took it out for a test run. I was dismayed to hear significant clunking in the front suspension. Once I got home I crawled under the truck to identify the source of the noise. It appeared that the drag link was the culprit. Tom Terko came over and turned the steering wheel while I looked under the truck. Yep, the drag link was clearly worn out. In addition to the drag link, there was a lot of play in the front spring shackles.

Ford modernized truck suspensions before it modernized the car suspensions. With the 1942 trucks, Ford changed to parallel semi-elliptical springs in both the front and back, replacing the transverse buggy-type springs that were found on Fords going back to the Model T days and before. This was possible because Ford introduced a truck-only frame in 1942, instead of using the car frames for the trucks as they had up until that time.

I had a bit of trouble finding the proper drag link, but I placed an order with C&G for the drag link. The

only place I could find the right shock links was Southside Obsolete. New reproduction links are not available. The bushings, shackles and shackle bolts all came from C&G.

The first task was replacing the drag link. My son was home for a long weekend and we spent a few hours on a Saturday replacing the drag link. I had bought a tool for removing tie rod ends and it worked well for this task and we had the drag link replaced in no time. We took the truck out for a drive and the noises from the front end seemed as loud as ever, so next on the schedule was to replace the spring shackles.

As I had never undertaken a project like this before, I sent out a last minute call for some help to the NVRG. Unfortunately, no one was available, but, undaunted, I started the project myself.

Using floor jacks and jack stands, I jacked the truck up to take weight off the front end and take tension off the springs. The shackles disassembled quite easily and in about three hours' time, I had the old springs off. The old bolts were really worn. I had greased the suspension since I've had the truck, but I was clearly the first person to do this in a long time.



The upper rear bushings are in a bracket that is riveted to the frame. In order to remove the bushings, I chose the old-fashioned way – with a hack saw - to cut the bushing through and then drive it out of the bracket. A tough job, especially on your back on the garage floor under the truck. Once the old bushings were out, I used a nut, bolt and two washers to pull the new bushing into the bracket.



The next day, I took the springs over to Tom Terko's where we used his hydraulic press to press the old bushings out of the springs and to press in the new bushings.



One of the bushings actually fell out and we needed to shim the new bushing for it to stay in place.

After posting my progress on The Ford Barn, some wise souls suggested greasing the springs. A number of people had suggested using a graphite spray called Slip Plate as a lubricant between the spring leaves. I disassembled and cleaned the springs and procured some Slip Plate from my neighborhood NAPA store.

Once the spring wearing surfaces were coated with slip plate, I reassembled the springs and then painted them. There were suggestions to grind the worn areas in the springs to allow the springs to flex more easily. I did not take that step.

This project was my first opportunity to use the spray can pistol grip I bought after reading Dave Gunnarsen's article about spray paint in the *V8 Times!* Boy does that make spraying easier!



Now that looks a whole lot better.



Ready to reinstall.

Reassembly was a straightforward process. You attach the springs to the axle with two U bolts. At the bottom of the spring stack, there is a metal

wedge, so you need to make sure that you know which direction the wedge points.



New studs and shackles..

There is a small stud on the bottom of the springs that fits into a hole in the top of the axle to make sure the springs are in the right place. A little finagling is required to get them to line up. I then assembled all the shackle parts, putting chassis grease on all bushings and shackles to make sure they had at least some lubrication during assembly. Once everything was assembled, I greased all the fittings to make sure there was enough grease in all the shackle parts.

During my reassembly, I realized that one of the front shocks was frozen. I obtained a NOS shock from Southside Obsolete, so I was back in business.

The test drive demonstrated the results of all my work: The truck drove and handled great. My steering wheel needs centering and I probably should have the alignment checked, but no more clunking. Well, there is some clunking out of the rear shock links, so that is a future project. The rubber bushings need replacing. There are no reproductions that I have found, nor have I found any NOS. Someone must have some, but that will take some looking.

How We Measure Torque?

By Cliff Green

I have been under a misconception with my automotive thinking about how to measure torque all these years! It was brought to my attention when my son was displaying his vanity tags on his diesel Audi Q5. The tags reads 428lbsft?? He is very proud of the fact that this machine produces such torque that he wants the whole world to know. But, shouldn't it read Ftlbs?

Apparently not as my engineer Son explained. Pounds-foot is the correct measurement of torque. Foot-pounds is the measurement of work. I went on to argue that it has been ft/lbs in all the specifications that I have used for tightening bolts in my

mechanical applications. My torque wrench reads Foot/pounds. The Mac's catalog listing crate engines describes Foot/pounds. The Early Ford shop manuals say Foot/pounds. Do we have to change our way of thinking?

Somewhere in the past the automotive industry and the magazines changed to torque in pounds-foot for automotive performance specifications. I do not know when this change over occurred.

RESTORATION ROUNDUP

Hubcaps

By Dave Westrate

I am at the stage where it was time to look at the hubcaps which have been in my attic for 20 years and in a little red barn in Connecticut for 20 years before that. Ten 1939 Deluxe hubcaps came with the woodie and all had a lot of use and a lot of curb damage. They are big with a nice stainless center piece and a fancy V8 in Ford blue. I had to get the center pieces off to be able to get the dents out and restore them but they were not budging. I remembered a tip from many, many years ago that you could drill a small hole in the inside of the hubcap and hit it with air from the compressor and the centerpiece would pop off. Nothing else was working so why not try it?

I picked the ugliest of the ten and drilled a 3/16th inch hole in the back/inside of the hubcap, placed it on an old pillow and hit it with compressed air. "BAM" the center piece blew off with such a loud noise I thought the neighbors would call the cops.

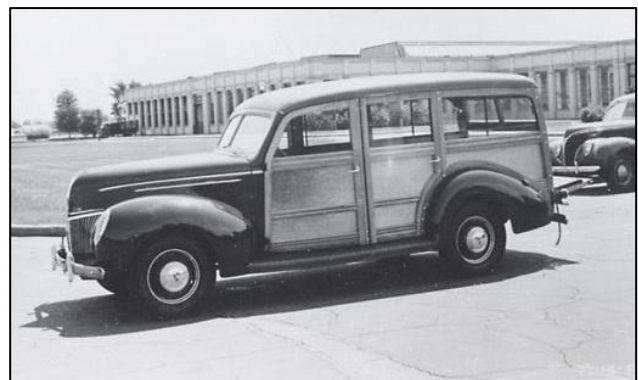


Naturally, I picked the best ones next and I got two off, three more to go. With these I moved into the garage put the door down and covered the hubcap with blankets to muffle the noise. However, the next three good ones would not come off and I discovered upon closer inspection that someone

(NOT ME) had tried to pry the center pieces off and had bent the metal just enough to break the seal so the compressed air would not work. Using this procedure I was able to mix and match five bases and center pieces so I have a complete set of five to restore. Who knew?



WHAT DO WE HAVE HERE?



Okay Woodie fans, take a close look at these pictures and tell me what's going on – besides the tail light wiring hanging down.

See answer in the November *Valve Clatter*.

2018 NVRG CALENDARS



2018 NVRG Calendars are now available! This is our 13th consecutive calendar and once again we present 12 completely new calendar cars owned by NVRG members. Great for Christmas gifts or for your very own man cave. Calendars will be available for pick-up at Hershey, our October and November monthly meetings or Holiday Gala (if they last that long). See Cliff Green at Hershey, the meetings, Gala or, order a calendar today by email, mail or phone from Cliff Green:

✚ cliffgreen@cox.net
✚ 6214 Militia Ct
✚ Fairfax Station, VA 22039
✚ 703-426-2662

The calendars still cost only \$15 (you pick up) or 1 @ \$17.25 or 2 @ \$18.25 (by mail). Call Cliff for postage fee if you're ordering more than 2 calendars. Paying by check? Make the check payable to "NVRG."

FORD FOUNDATION MUSEUM NEWS

Early Ford V-8 Museum Expansion Is Well On Its Way! Help Dig Us Out Of This Hole!



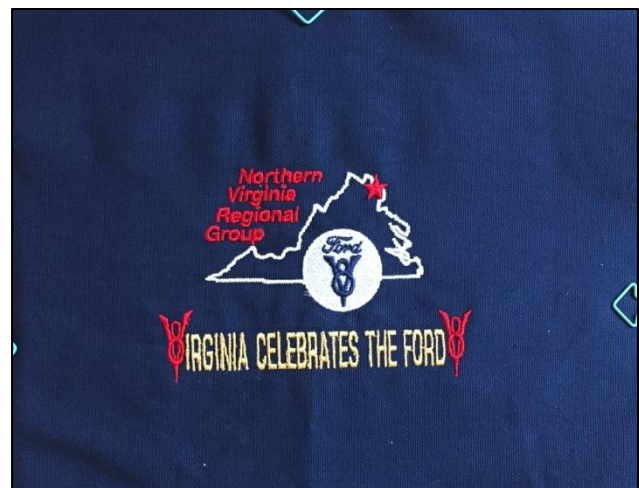
Your support is crucial to help us complete this extraordinary expansion. On our website you'll see details of our Capital Campaigns: Buy the Foot, Naming Opportunities and Pave the Way Commemorative Brick Campaign. You can also buy Raffle Tickets on an original 1939 Mercury. Act soon — the drawing is October 6th. And if you are not yet a member of the Early Ford V-8 Foundation, please consider joining.

You can track the progress of the expansion by visiting <http://fordv8foundation.org>. There you'll find photos of the construction which are updated weekly.

Foundation Museum Quilt Squares

By Dave Gunnarson

Below are images of two 13"x12" quilt squares created on behalf of the NVRG to be given to Milly Schmidt at Hershey for inclusion in the EV8C project as advertised in the V8 Times.



Annual NVRG Memorial Fall Tour

October 20th – 22nd

Friday, October 20th

- ✚ 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 1st. 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 21st

- ✚ 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 22nd

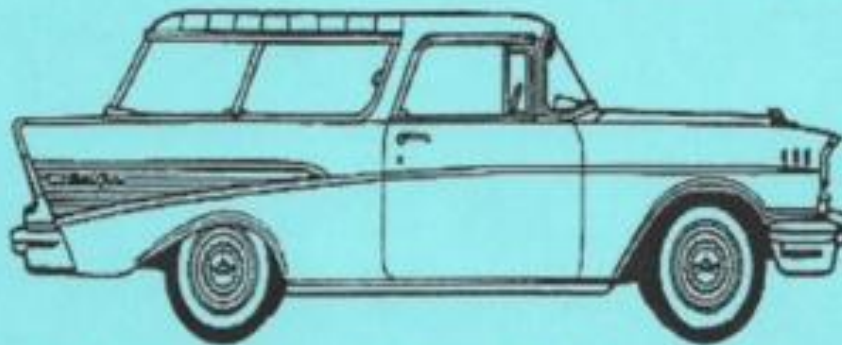
- ✚ After breakfast at Shenvalee we head over to Luray via Rte 211 to visit Luray Caverns/Car Museum, browse the quaint shops along Main Street or otherwise entertain ourselves.
- ✚ Lunch at [Dan's Steak House](#).
- ✚ Scenic drive home via Rt. 340 and Rte 55/I-66 or via Rt. 211 to Warrenton.

Questions: Contact Bill Simons (202) 734-2211 or bsimons@rustinsurance.com. 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 12:00 Noon, October 6, 2017, and streamed live on the Museum's Facebook page. Dennis Carpenter and Mike Laurenno have generously given us use of CT 70-72/CU 70-72 adjacent to the Carpenter tent. Because of a change to the Indiana Gaming rules, the drawing must 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



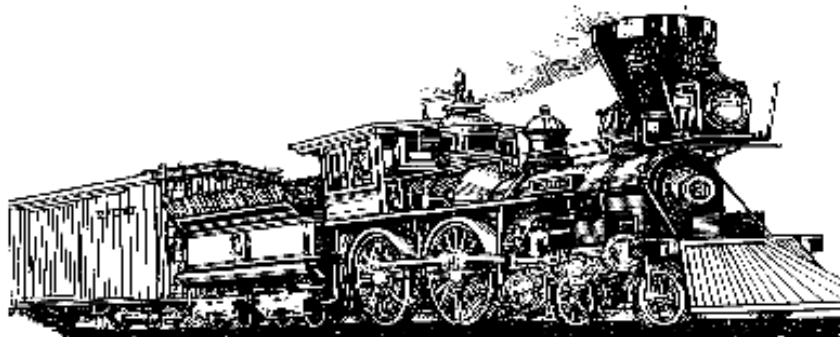
**1939 Mercury Fordor • 45,000 Miles • Meticulously Maintained • Has Original Ford Script Spare
Smooth Running 95 HP Flathead V-8 • Great Family Touring Car • Winner has Choice of Car or \$10,000
2nd Prize: \$3,000 Cash • 3rd Prize: \$1,000 Cash • Drawing Oct. 6, 2017 • Need not be present to win**

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.

28th ANNUAL MODEL TRAIN SHOW



DECEMBER 2nd 2017 - SATURDAY 10 - 5
DECEMBER 3rd 2017 - SUNDAY 12 - 4

Come celebrate the 30th anniversary of the Museum with us

Featuring

Model and toy train displays in G, Standard, O, S, LEGO, HO, N and Z gauges.

Bring your old locomotive for the train doctor to fix or advise you of your options

Antique autos will be exhibited on the museum grounds, weather permitting.

***Museum open *Gift Shop open *Snacks and drinks available**

Admission: \$5/adults \$2/children

FAIRFAX STATION RAILROAD MUSEUM
11200 Fairfax Station Road, P.O. Box 7, Fairfax Station, VA 22039
703-425-9225

Beltway Exit #54, west on Braddock Road, left on Rt. 123, right on Fairfax Station Road

You are invited to get involved with the RR museum, we need your skills to keep us on track.

Call the Friends of the Fairfax Station: 703-425-9225

Visit our web site: www.fairfax-station.org

Like us on Facebook: <https://www.facebook.com/FFXSRR>

Follow us on Twitter: <https://twitter.com/FFXSTNRR>

We are an all volunteer, non-profit 501(c)(3) organization



You are cordially invited to attend the

2017 NVRG HOLIDAY GALA

Saturday, December 9, 2017

at

P. J. Skidoos

9908 Fairfax Boulevard., Fairfax, Virginia

Our celebration begins with cocktails at 6 pm (cash bar)

Menu Selections

A fresh green salad with house dressing, bread, dessert, and tea or coffee included with each dinner entrée

Filet Mignon with mushroom peppercorn sauce, red potatoes, & green beans - \$31 per person

Fresh broiled Salmon, lemon butter or honey Dijon Glaze, red potatoes, & green beans - \$25 per person

Grilled lemon chicken breast with rice pilaf & green beans - \$22 per person

Dessert: Chocolate Mousse or Sherbet

Please mail your check (payable to NVRG) with entrée and dessert choices not later than Friday, November 24th to:

Joe Freund
650 Springvale Road
Great Falls, VA 22066

We look forward to seeing you there with wrapped gifts for the traditional gift exchange.

Don't forget items that the spouses will enjoy!



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 (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 Flashlight 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 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 than 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 (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

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 301-469-(08/17)



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 (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 (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 (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 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 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 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 or 703-399-0999 (4/17)



Model A Pickup Bed: Any leads appreciated. Contact **Nick Arrington** - nta1153@verizon.net or 703-966-8422 (02/17)



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 (8/16)



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



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



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



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



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






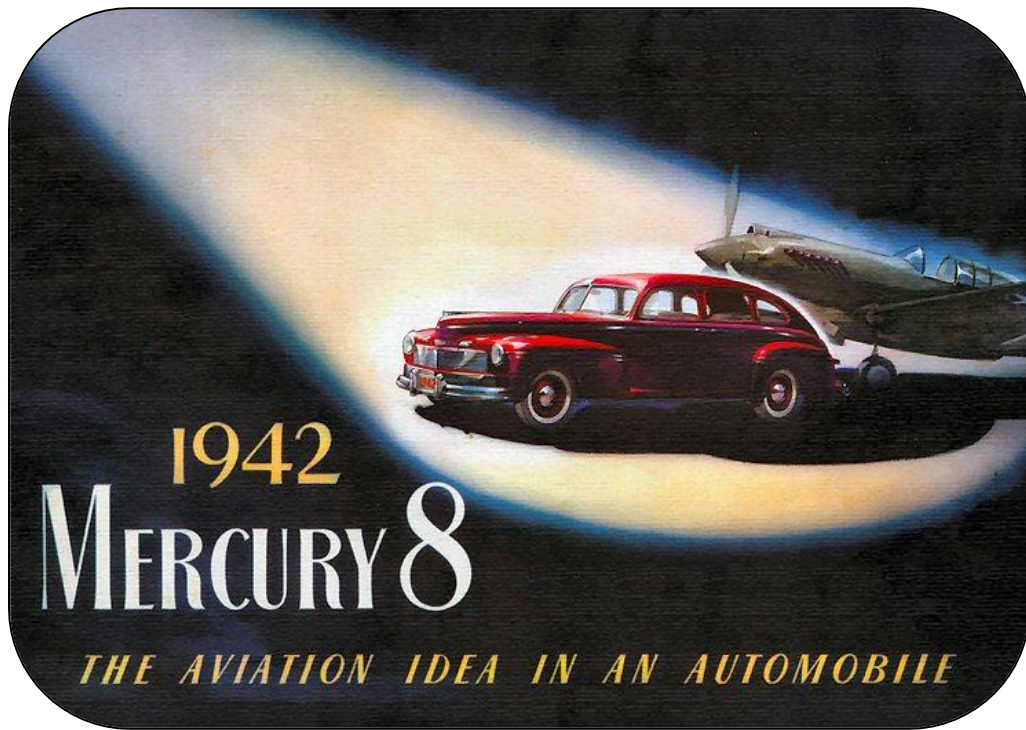
NVRG Calendar



<u>October</u>	
1	Annual Antique Auto Muster and October Fest at the <i>Armed Forces Retirement Home</i> – Caravan leaves from Pan Am Shopping Center @ 8:00 AM sharp – contact Clem Clement at clem.clement@cox.net or Ken Burns at helenandken@verizon.net if you plan on caravanning. Don't get left behind! Nota Bene: Rock Creek Parkway/Beach Drive is open again!
3-7	What Else But Hershey!
6	"While the Boys Are Away" Wives Luncheon – Gather a few minutes before noon for a 12:00 PM seating. <i>Brion's Grille</i> - https://www.brionsgrille.com/ , 10621 Braddock Road, Fairfax, VA 22032. If you haven't made reservations yet contact Helen Burns by Monday, Oct 2 nd at helenandken@verizon.net . After that you'll have to call her at 703-978-5939.
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: Hershey in Review – bring your pix and Hershey treasures to share – Refreshments: Keith Randall
11	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
20 - 22	Annual Fall Memorial Tour – Join us as we tour to the Fall Festival in Broadway. See 18 and 19 for details. Pay attention to the September 1st resort cutoff date!
31	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
31	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>November</u>	
8	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
15	Membership Meeting – 7:00 pm – Nottaway Park – Program: Woodgraining by Keith Payne – Refreshments: Jim LaBaugh
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28	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net
<u>December</u>	
2 & 3	Fairfax Station 28th Annual Model Train Show – (And antique cars). See flyer on page 21.
9	Holiday Gala at P.J. Skidoo's in Fairfax. Festivities begin at 6:00 PM with a social hour followed by dinner and the traditional gift exchange. Don't forget to bring gift that our spouses will enjoy. See page 22 for more info.
13	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .

<u>Down the Road</u>	
	🚗 2018 and more NVRG fun!

Celebrating 75 Years of 1942 Ford Products



FIRST CLASS MAIL

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