



Northern Virginia Regional Group
www.nvrg.org

Volume 22, No. 6

Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

June 2018 *Stephanie Beavers - Editor*

May 2018 Meeting Presentation: Advancements and Challenges in Auto and Highway Safety

By Dave Westrate



IIHS Insurance Institute for Highway Safety
HLDI Highway Loss Data Institute

Saving lives through improved vehicle design and technology

Early Ford V-8 Club of America
 Northern Virginia Regional Group
 May 8, 2018

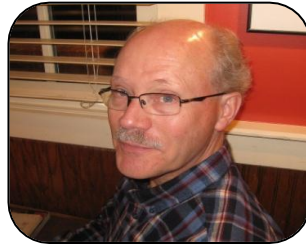
David G. Kidd, Ph.D.
 Senior Research Scientist

iihs.org

Our May membership meeting featured guest speaker, Dr. David G. Kidd, a Senior Research Scientist at the nonprofit Insurance Institute for Highway Safety (IIHS), which was established in 1959. Dr. Kidd received his undergraduate degree from Virginia Tech and his master’s and doctorate degrees in Psychology at George Mason University. He specializes in the psychological aspects of driver and vehicle safety.

Dr. Kidd began his presentation by discussing the mission of the Insurance Institute, which is to promote safer cars and encourage the automobile industry to build safer cars. IIHS works closely with its sister organization, the Highway Loss Data Institute (HLDI) to analyze crash and related information. He pointed out that it takes about seven years to begin incorporating new features in the new vehicle stream and 30–40 years before the entire fleet is equipped with a “new” feature.

Up Front with the President



June 2018

May was an interesting month for the club. Special thanks to **Dave Westrate** who invited his new neighbor, Dave Kidd, to speak at our membership meeting on **Advancements and Ongoing Challenges in Auto and Highway Safety**. My biggest takeaway was the sad reality that the bigger, heavier old Fords we love to drive are far more hazardous on the road than the cars of today. The meeting refreshments were prepared and provided by **Hank and Cindy Dubois**. The “refreshments” were more like dinner and the homemade mini meatballs were my favorite. Without a doubt the Dubois’s have set a new high-water mark that will be hard to top.

The 21st annual City of Fairfax Antique Car Show co-sponsored by the NVRG was rained out. **Dave Westrate**, who has led the event for 21 years, always prevails, and we are rescheduled for June 23. Given all the rain we’ve had, let’s think dry, sunny, and cool for the 23rd.

While Sara and I were driving down to Sarasota to be with my mother for her 92nd birthday, we drove through Dawsonville, GA. I was profoundly struck by the white crosses that lined the streets with black inscriptions indicating servicemen and the war they fought in to defend our country. The crosses were directly below American flags. It made me feel how personal war really is and that families are missing their loved ones forever.

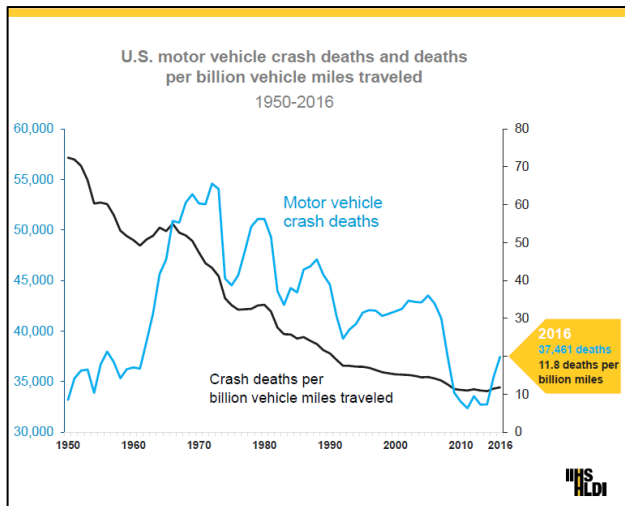


All the freedoms we take for granted in the USA are possible because people like the citizens of Dawsonville, GA, and countless other towns and cities across this great land, stepped up to defend our country. I want to especially thank all the NVRG members and their families who have served and are serving in the military and sacrificed so much so we can have such abundant freedom and the right to lead our lives as we choose. Thank you.

Joe

2018 NVRG Officers & Terms	2018 Directors & Terms	Committee Members
President – Joe Freund (2018-19)	Membership – Gay Harrington (2018-19)	Fairfax Show – Dave Westrate
Vice President – Bill Simons (2018-19)	Programs Lead – Dave Gunnarson (2017-18)	Programs Member – John Sweet
Secretary – John Ryan (2017-18)	Webmaster – Cliff Green (2018-19)	Tours Chair – Hank Dubois
Treasurer – Wayne Chadderton (2017-18)	Sunshine – Keith Randall (2017-18)	Property & Refreshment – Mark Lupoello
	Past President – Jim McDaniel (2018-19)	At Large – Art Zimmerli
	At Large – Ken Burns (2018-19)	At Large – Andy Koerner
		At-Large – Jim LaBaugh

David pointed out some interesting historical trends in vehicle death rates. For example, when the economy is weak the death rate is lower; as it gets stronger, the rate increases as there is more vehicle activity. Obviously, new technology such as cell phones also has an impact on the death rate.



Dr. Kidd next described the Institute’s crash testing facility at Ruckersville, VA. Testing results there help identify the best-performing cars for the public’s benefit and encourages the automobile industry to improve their product based on testing results. Tests are performed on front crashes, driver’s side, rear, and roof.

He noted that the tests measure structural performance, restraint performance of seat belts and airbags, and that dummies are used in testing. Roof structures are tested with a hydraulic device that puts downward pressure on the roof structure, which must withstand four times the weight of the car.



Crash testing has produced improved head-restraint design, and these now lean farther forward to diminish whiplash injury. Test results of individual automobile brands are available at their website iihs.org.



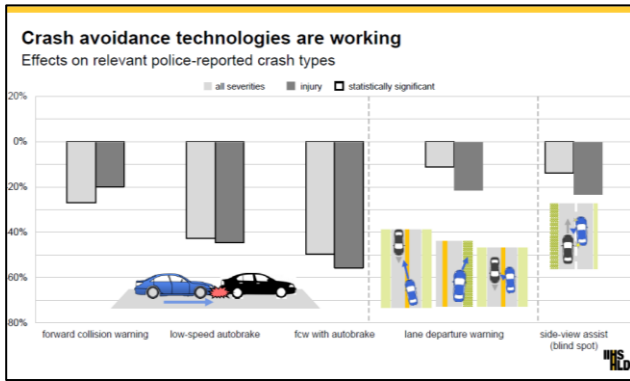
Dr. Kidd showed a very interesting video of a head-on crash of a 1959 Chevy into a 2009 Chevy. The 1959 basically disintegrated, while the 2009 with updated features did well. He cautioned that these improvements and safety features have not necessarily made their way into vehicles sold in less-developed countries. He noted, however, that improvements are occurring worldwide.

DEVELOPING TECHNOLOGY

Dr. Kidd then turned to a discussion of developing technology. Electronic Stability Controls (ESC) is now in about 50% of U.S. vehicles. ESC basically recognizes when a wheel loses traction and causes other wheels to brake to compensate. He showed a video of a car with ESC and one without as they tried to take a sharp turn. Cars with ESC have shown a 49% reduction in single-vehicle fatal crash risk.

Crash avoidance systems are also emerging in various forms for front crash prevention, lane departure prevention, blind spot warnings, and adaptive headlights. Alert beeps, steering wheel vibrations, seat vibrations, next lane/blind spot alerts and automatic braking are incorporated in many car brands today.

New headlight technology causes headlights to turn in the direction you are turning. (I thought they had this feature in the 1930s??) Also, cars are now equipped with automatic high-beam and dimmer features, controlled by sensors. These technologies are all preventing crashes.

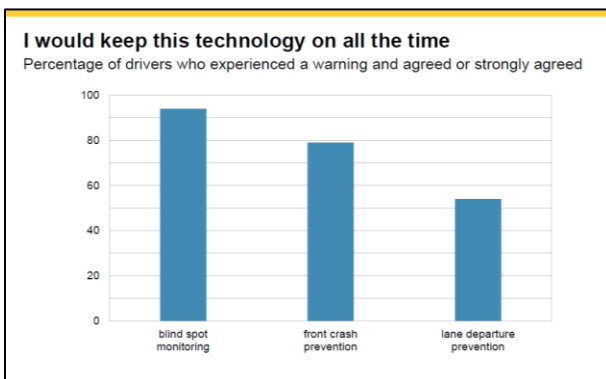


DRIVERLESS CARS:

Dr. Kidd stated that 93% of all crashes are caused by people. So far, in GOOGLE testing, most accidents are caused by other drivers crashing into the driverless cars. Most current testing is still being done in dry conditions. The first deployment of driverless technology will most likely be in commercial areas, such as taxi services, and the trucking industry on interstate highways.

Driverless technology, which is basically cameras and radar, is not flawless. It is often challenged to interpret the context of what it is seeing. Accurately interpreting what it sees, in all conditions, is enormously complex. Eventually roadways will have embedded technology that will interact with vehicles, but this is a long way off.

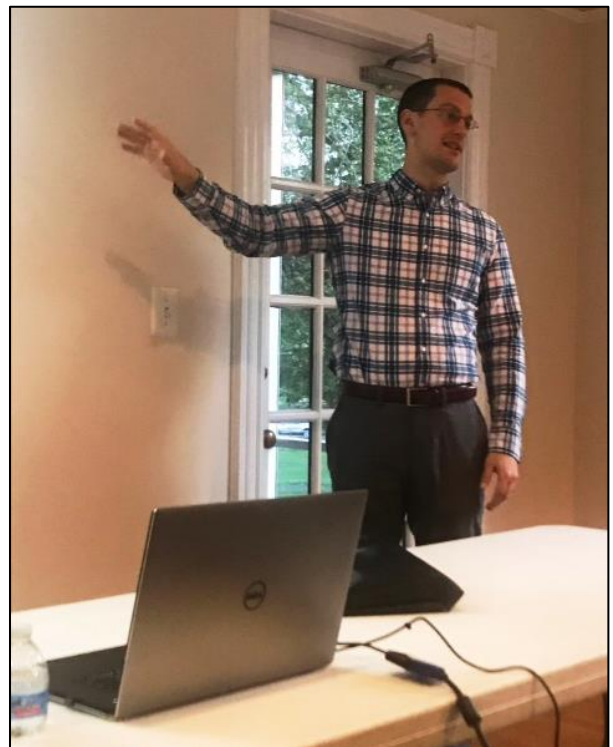
Dr. Kidd specializes in working with people and how they interact with technology. He conducts and analyzes surveys of people and how they like or dislike a particular technology, such as steering wheel or seat alert vibration systems. For example, he finds that people generally like lane alert systems that warn using vibrations, but dislike others that beep because they are annoying. If drivers don't like a feature, they will eventually ignore or disable it.



He noted that people and new technology or automation are not always in sync. As an example, if a driverless car is riding next to a semi tractor-trailer rig, the technology wants to keep the car in the middle of its lane; human nature makes the driver want to move away from the truck to the farther side of their lane. The car and driver fight each other.

People may not handle an emergency well in a driverless vehicle. At this stage, we are supposed to be ever vigilant; however, our attention naturally drifts and we do not anticipate the emergency and cannot react quickly enough. Another example is self-parking cars. The driver is supposed to pay attention while the car is self-parking, but they don't always, and "stuff" happens.

Finally, vehicle maintenance as we know it will have to change significantly as more technology is incorporated in our vehicle. An automobile mechanic of the future will have to be ever more proficient in more complex technology. The cost of this evolution is unknown.



We want to thank Dr. Kidd for his most interesting presentation, as he gave all of us a lot to think about. He used numerous slides and video clips to highlight the points he was making, and the program was appreciated by all who attended.

THE MORAL TO THE STORY IS...

Never Give Up

By Dave Westrate

It is the little things that drive you crazy. My Woodie restoration is moving along and I have sandblasted, repaired and primed all of the interior metal parts which are ready for paint. The hang-up for over a year has been the on/off switch for the electrical system which is mounted on the steering column in the key lock assembly. It should be chrome plated and mine was dark, ugly, and pitted and would look awful in a newly restored wood grained dash. No problem, right? Just disassemble the piece, get the switch rechromed and move on as these switches are not reproduced.

This is a complicated assembly as the switch is part of the locking mechanism, which has multiple spring-loaded internal parts. There was no obvious way to get it apart. I took it to my friends at a local first class antique auto restoration shop. The team looked at it and told me to go do research on it. I showed it to all of my V-8 friends. Blank stares and crickets! It appeared that the parts were originally press fitted and the risk of breaking something while trying to get them apart was too great.



I then decided to see if there was some way to rechrome the switch while it was still in the assembly. As you can see from the photos, the assembly is full of holes, large and small. My first stop was Sandblast America in Manassas. They have silicone plugs of all shapes and sizes that they use to protect

threads, etc. while they sandblast stuff. We found plugs to fill most of the holes but not the one with the switch in it. They gave me a list of chrome plating companies on the East Coast and I talked to several who showed no interest.



One was in Lorton, VA, so I went to visit them. They do coatings for the military, train locomotives, and big things like that and could not help me. However they sent me to AVM, "A Precision Metal Finishing Company" in Chantilly, VA, to see if they could nickel plate the switch. Their main mission is to plate parts for U.S. Satellite systems, mostly gold, silver, and nickel.



They said yes! They told me to grind and file the switch to bare steel and fill the hole around the switch. I pushed cotton around the switch and then filled the rest of the hole with silicone.



The team at AVM was then able to mask the assembly in such a way that they could put it in the nickel bath and plate only the switch. *SUCCESS* – 230 "micro inches" of electrodeless nickel. Please don't tell the judges!

The moral?



ALL FOR THE LOVE OF CHOCOLATE!

Eastern National Tour

By Ken Burns

Helen and I just returned from the Eastern National Tour in Pennsylvania's Amish Country. Keith and Susan Randall attended with us. I'll write a longer piece next month about the tour. The short version is "It was a great tour." Having said that, there was also a heart-stopping moment.

Helen won a \$10 gift certificate door prize for chocolates from a local family-owned candy store in Myerstown. The final day of the tour was a tour-on-your-own day. Along with the Randalls we toured on down to Columbia, PA, to visit the National Watch and Clock Museum and then went our separate ways in the afternoon. On our way back to the headquarters hotel we stopped to cash in the gift certificate. The candy store was sort of like Hershey (no pun intended) – so much to see, so many choices to make. Finally our selections were made and boxed for us and we departed the store. As we walked outside a man approached us and asked if that was our Woodie. I figured my Woodie T-shirt made it pretty obvious that I was the guilty party. The man said he had backed into my Woodie! My heart dropped. I had visions of splintered wood and crunched metal. The man said he'd been having a bad day and I thought to myself as we walked over to the Woodie that it was about to get a whole lot worse. As we approached the Woodie I figured the damage must be on the far side as I couldn't see anything obvious as we approached. When we reached to Woodie he bent over and pointed out a scrape in the varnish on the right rear D pillar.



During what seemed like one of the longest walks of my life I had had visions of having to replace wood, the bumper, sheet metal repair and having a fender repainted, etc. Also wondering if I'd even be able to drive the car home. To say I was greatly relieved would be an understatement.

I collected the driver's pertinent info and thanked him for being so honest. What are the chances around here that someone would wait around to face a possibly irate owner? Who says there aren't still honorable folks around?

ALMOST LIKE NEW

The Cruiser Gets a Facelift!

By Jim McDaniel

While my '51 black-and-white sheriff's cruiser still looked pretty good from 20 feet away, I was keenly aware that it had some wrinkles and age spots that needed some attending to.

Actually, all four wheel wells and several quarter panels had rust spots that were bubbling up under the paint (some had broken through the paint) and I knew they were not going to cure themselves. Also, I had several paint chips in the front fenders and hood from, among other things, my 2013 road trip to the V-8 Club's Grand National Meet in California. I'd put off the small repairs for too long and wanted to get them fixed before they got to be major repairs.



What the ole girl needed didn't take a restoration shop to fix, but a good conventional auto body shop could do the job. I found such a shop through my neighbor, who owns a used car business. He recommended the shop he uses for his incoming cars

that need repairs and "neatening up" before he would put them up for sale, and it was local in the nearby Fullerton Industrial Park in South Springfield. I recently had some minor dents repaired and repainted by them on two of my modern cars and was pleased with the quality of the work and the cost, so I got an estimate to repair the cruiser's blemishes.



Initially I'd planned on having just the lower portion of the car repainted (below the side-trim), where the repairs were being made, and the front clip (fenders and hood). Upon closer examination, paint on the roof was getting a bit thin, so I decided to have the roof painted also. I was now up to about 80 percent of the entire car, and they agreed it would be difficult to blend the old and new black paint. With the exception of the white doors, I decided to have the entire car painted.

Some of the rust repair was more extensive than I realized, and several required cutting out and welding in new steel. They did it right – no bondo or fiberglass.



In addition to the bodywork, I had them also do some minor mechanical work that I'd put off far too long. Bill Simons will be delighted to know I now have my new windshield wiper vacuum motor installed (works GREAT!), an electric fuel pump installed (no more vapor lock), and my broken driver's door push button replaced with a new one. I also decided to remove the two front red lights in the grill and replace them with the original chrome bullets. I like the original look better.



Two problems came up that the body shop readily accepted responsibility for and repaired at their expense. An employee who was not that familiar with the standard 3-speed column shift caused the first. He was to move the car, and with the driver's door open and the car in first gear, he started it without putting in the clutch. It lurched forward and the open door hit another car, dented the door, and bent the chrome side-trim. The chrome trim dent was beyond repair. They found a new-old-stock chrome strip online and had it overnighted to them. The door dent was easily fixed but now that white door needed to get repainted too.

The other problem was that they'd masked the sheriff's star on the trunk before repainting, and when they removed the tape it pulled off much of the reflective color from the star. They had a local graphics shop reproduce the star and had a full set (four actually) of stars reproduced. They actually look better than the existing stars (which are over 65 years old).



I now have the car back and she looks great! I was looking forward to showing it off at the (canceled) Fairfax car show. I'll just have to show it off at the next club event.

If any of you would like the contact information of the auto body shop that did the work, I'd be happy to provide you the information personally.



2018 Workhouse Art Center Brewfest



Workhouse Brewfest will spotlight craft brews from Northern Virginia and throughout the Commonwealth. Additional craft brews from the region, as well as artisan spirits and Virginia wines will also be selected for the event. *Workhouse Brewfest* will be held on the historic campus of the Workhouse Arts Center, and is a celebration of art and beer, craft beer-focused exhibits, gourmet food trucks, workshops, live music and interactive displays.

Our cars will be showcased in one of the Art Center parking lot areas at the front of the event. This parking lot is closed off, so no other cars or vehicles will be in that area.

There is space for maximum of **10**. We will be given 2 tickets per car (1 Designated Driver; a \$15 value – which includes unlimited craft soda and access to the festival, and 1 General Admission; a \$30 value – unlimited craft brew tastes and access to the festival). General Admission ticket holders must be 21 years old or older. You will have the ability to upgrade the Designated Driver ticket to a General Admission ticket for a discounted rate.



Learn more about the Brewfest here; <http://workhousebrewfest.org/>.

Contact Ken Burns, helenandken@verizon.net, if you want to participate.

Remember we're allotted only 10 spaces so it's first come – first served.



NOTE: The "Automart" is now being maintained and updated by NVRG member **Jim McDaniel**. If you have any submissions, updates, or corrections, please contact Jim at jim44mcd@gmail.com (email preferred) or cell: 202-409-4459. To be included in the next issue, new or changed ads need to be submitted to Jim by the **18th** of each month. Photos are acceptable for ads and will be included as space permits.

Vehicles **FOR SALE**



1950 Ford F-6 Fire Truck: Originally in service in South Dakota; under 6K original miles; over \$22,000 invested; upgrades include 12-volt electrical and new or replaced master and wheel cylinder rubber seals, battery, cooling system overflow/recovery tank, belts and hoses, tires and tubes, various accessory pieces, and repainted truck body, bed liner on running boards, tail board, and rear interior. Asking \$15,000. Contact **Norm Heathcote** at 410-227-2040 or **Gary Wilmer** at 443-340-7690. (06/18) [See separate article in this issue.]



Early 1950 Ford Custom Deluxe Tudor Sedan: 46,687 Original Miles; Same owner for 36 years; Numerous Dearborn and AACA Awards. Car located in Virginia. \$25,000. **Jeannette Hall**, 540-424-9823. (05/18)



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



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. \$23,000 OBO. Located in PA. **Mike Gall** 814-619-8193. (11/16)



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



Parts & Accessories **FOR SALE**

24-stud Flathead Engine: Complete; Heads have "EAB" cast (believed to be '53 engine, not certain); will turn over (not frozen); heads have been removed so you can inspect cylinders and decide if you want the engine. Purchase is "as is;" no return. \$450. **Ray Lambert**, 703-595-9834. (6/18)



1951 Ford Truck 5-Star Hood Trim, to use with your "hood spear" on the sides of the hood. Have both left and right. \$150. **Ray Lambert**, 703-595-9834. (06/18)



1951-52 Ford F-1 Truck Rear Axle: Drum-to-drum with springs; no wheels. \$150. **Ray Lambert**, 703-595-9834. (06/18)



1951-52 Ford F-1 Truck Front Axle: Nearly complete, backing-plate-to-backing-plate, with springs and steering arms. Note, no brake drums or wheels. \$150. **Ray Lambert**, 703-595-9834. (06/18)



1935-40 Ford passenger car tailpipe, NOS/NORS. Never used, \$50. **Jason Javaras**, 540-786-5819. (3/18)



1942-48 Ford/Mercury SS back window trim w/rubber seal, \$50. **Jason Javaras**, 540-786-5819. (3/18}



1947-48 Ford accessory chrome grill guard, \$50. **Jason Javaras**, 540-786-5819. (3/18)



1940 and earlier years Ford "A" cylinder heads, \$25 each. **Jason Javaras**, 540-786-5819. (3/18)



Ford backup lamp (51A 18275). Needs switch, otherwise show quality, \$60. **Jason Javaras**, 540-786-5819. (3/18)



One pair 60-HP Ford Script Heads: NOS cast iron, best offer. **Leo Cummings**, RPMLHC@aol.com, cell: 571-212-7747. (3/18)



Three 24-stud Ford Script Heads, cast iron, best offer. **Leo Cummings**, RPMLHC@aol.com, cell: 571-212-7747. (3/18)



1936-39 Ford Complete Transmission: Completely rebuilt trans plus a nice top. All new (NOS Ford)

internal parts (gears, shafts, bearings, etc.) and clutch release parts (shaft, fork and arm). Late 36 style gear set (all helical gears, 16 spline helical main shaft for sliding gear) in a late pickup case (1946 top loader). Includes an excellent used 36 – 38 top. Will sell complete gear set without the case (i.e. if you want to install these gears in your case). Will not sell internal parts individually. **John Ryan**, 301-469-7328, john@ryanweb.com. (11/17)



1941-48 Ford Original Shocks and Links: A pair (right & left) of original shocks with arms & links for 41-48 Ford front. These are used shocks that seem to be in good working order with no sign of internal rust issues. **John Ryan**, 301-469-7328 or john@ryanweb.com. 301-469-7328. (08/17)



Eastern National Meet Goodies: Craftsman Tool Bag, \$5; Meet Gearshift Knob, \$5; Meet License Plate Topper, \$5; Compact LED Flashlight w/Clip & Magnet, \$5; Meet Pin, \$1, or free w/purchase of one or more other item(s). **Hank Dubois**, handcdubois@verizon.net or 703-476-6919. (07/17)



Pair of 1949-51 three-rib fender skirts: Very good condition. Painted gloss black and was on my '51 until the mid-1990s. \$90 for set. **Jim McDaniel**, jim44mcd@gmail.com, c:202-409-4459. (8/16)



1949-50 Ford chrome fog light set: After Market; never installed or used. New condition, no blemishes, includes set of clear and amber 6-V sealed beam fog lights, wiring, switch with bracket, and instructions. \$75. **Jim McDaniel**, jim44mcd@gmail.com c:202-409-4459. (8/16)



1949-53 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)



Tools: Six-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 Ford Parts: Two 21-stud '34-35 engines, one complete, one parts. Small parts for '34; ash tray, bolts, bushings, rubber parts, windshield with glass; two '34-36 transmissions complete, lots of extra gears; engine heads and manifolds for '34-36; oil pan for '34; hubcaps for spare; original and new door handles; carburetor kits; water pumps; fender braces; 17" wheels; water inlet with motor mount for '34-35; 50 years of V-8 Times. Call for more info. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407 – 540-847-3363. (updated 05/18)



Vehicles

WANTED

Driver quality 1935-36 Pickup wanted: Contact **Nick Arrington**, nta1153@verizon.net or 703-966-8422. (01/15)



Parts & Accessories

WANTED

Car Rotator. Want to borrow, rent, or buy. **Steve Groves**, call 301-530-7411 before 9:00 PM. (04/18)



1951 Ford station wagon sway bar. **Steve Groves**, call 301-530-7411 before 9:00 PM. (04/18)



1950 Ford transmission cross-member. **Steve Groves**, call 301-530-7411 before 9:00 PM. (04/18)



1951-52 Ford pickup 8-foot bed: **Ray Lambert** 703-595-9834. (02/18)



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 or Jeberly4@comcast.net. (07/14)



Parts & Accessories

FREE

1950 Ford back seat FREE. Don't know if it's from a Tudor or Fordor. Good springs; enough of the original upholstery and padding remaining to cover with seat covers for a driver (but I don't think I would). Bought it to cut down for my '49, then found a seat at Carlisle. **Russ Brown**, 703-919-6011, dogbanner@gmail.com. (05/18)








NVRG Calendar



June 2018	
11	Caravan to Dearborn for Grand National Meet – For information, contact Bill Simons at bsimons@rustinsurance.com
13	Caffeine Double Clutch Breakfast – 9:30 am – Fair Oaks Silver Diner. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net
17	Sully Plantation Father's Day Show – A great three-generation event for the whole family. We'll meet in the shade of the giant oaks near the kitchen for camaraderie and a picnic.
18	Valve Clatter Deadline - Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
19	Membership Meeting – 7pm – Nottaway Park. Program: Dearborn Grand National Meet Review (6/11–6/15)
23	Rescheduled event date for Fairfax Car Show
26	NVRG Board of Directors Meeting – Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend.
July 2018	
10	Membership Meeting and Ice Cream Social – 7 pm – Nottaway Park. Program: Membership Show & Tell
14-15	Tour of Oatlands Plantation WWI and WWII – Commemoration Weekend. Contact Hank Dubois
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
31	NVRG Board of Directors Meeting – Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend.
August 2018	
1	Lorton Arts Center Brewfest – See ad.
14-15	Membership Meeting and Ice Cream Social – 7 pm – Nottaway Park.
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
25	Joint Picnic with National Capital Regional Group – At Bill Potter's home. Details forthcoming.
28	NVRG Board of Directors Meeting – Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend.

Down the Road



-  August 25 – NVRG picnic at the home of Bill Potter - Joint outing with the National Capital Regional Group. Details forthcoming.
-  September 15–16 – Drive-in movie tour/weekend, Stephens City, VA
-  December 8 – Holiday gala

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	Joe Freund	joefreund@verizon.net
Monthly Meeting Report	Dave Gunnarson	gunnarson@verizon.net
Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Bill Simons	bsimons@rustinsurance.com
Want Ads	Jim McDaniel	jim44mcd@gmail.com
Membership and Dues Report	Gay Harrington	hahsuj@gmail.com
Restoration Reports	Ken Burns	helenandken@verizon.net
Tech Articles	Cliff Green	dcliftongreen@gmail.com

NVRG Car of the Month
Leo Cummings « 1950 Mercury Monterey



FIRST CLASS MAIL

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