



www.nvrg.org

Valve Clatter

Early Ford V-8 Club of America



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

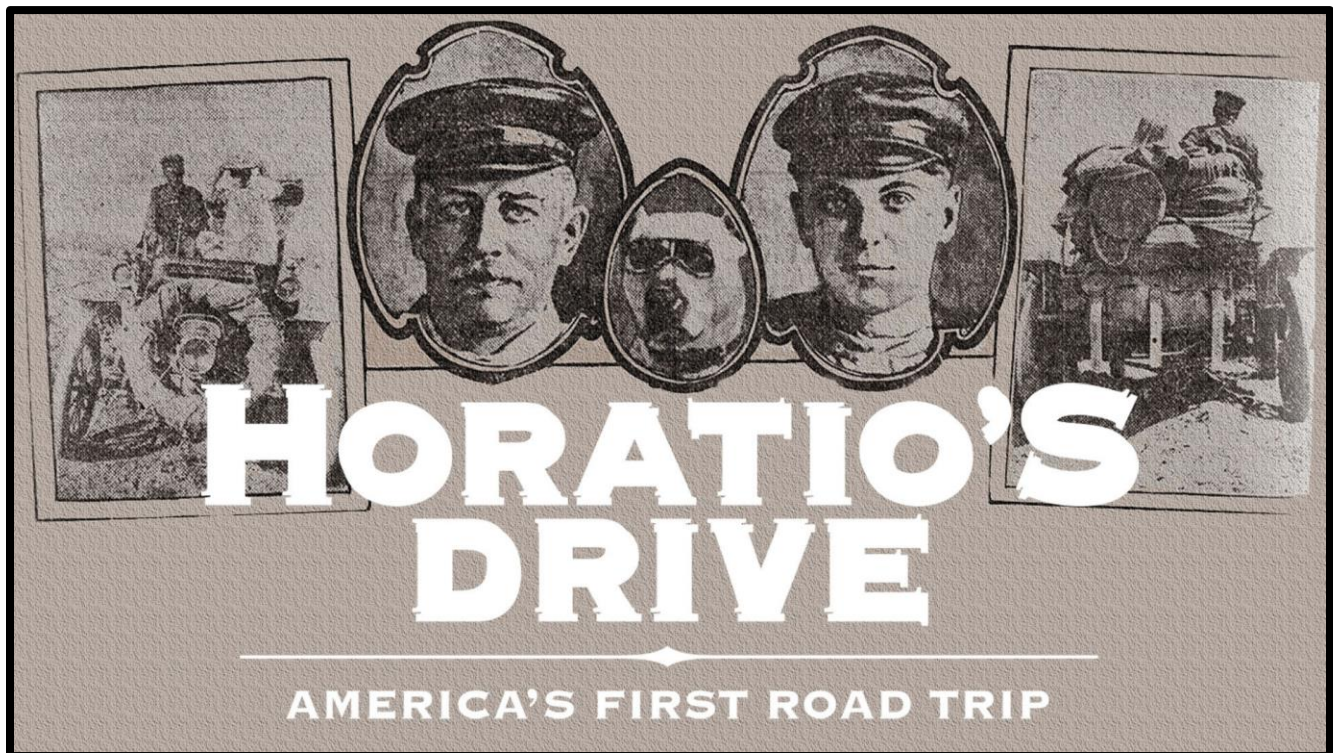
Volume XLII, No. 9

September 2019

Stephanie Beavers - Editor

August Membership Meeting Movie Night

by Cliff Green



The August 13 membership meeting was movie night, and Dave Gunnarson, program chair, came up with a feature documentary film that held the audience in rapt attention, as evidenced by the vast majority not falling asleep or leaving early! The movie was the PBS presentation of "Horatio's Drive," directed by Ken Burns. Tom Hanks was the voice of Horatio Jackson, along with Adam Arkin and Tom Bodett in other roles.

Up Front with the President

September 2019



President's Message September 2019

Good News! We have the use of the Hunter House for our monthly meetings at least through mid-2020. The planned closing of the Hunter House in 2020 (announced in the April VC) was apparently driven by budget limitations at the Fairfax County Parks Authority. This problem has recently been solved. Bill Simons worked with the FCPA and negotiated a contract for our continued use of the Hunter House through June. Prior to this positive outcome, Cliff Green had evaluated a number of alternative meeting locations in the area. Many thanks to Bill and Cliff for their work.

We had a very successful annual picnic. A total of 75 members, spouses, etc. joined host Bill Potter at his auto emporium in Bethesda. The food was delicious and plentiful. The weather Gods cooperated – it was dry (but a bit hot). Very special thanks to our host Bill Potter. Thanks also to event chairman Cliff Green and those who set up for the event: on Friday, Cliff Green, Ken Burns, and Bill Selley; and on Saturday, food setup by Jim Nice and David Skiles.

Fresh topics and new ideas are essential for making our monthly meetings interesting and informative. If you have a suggestion for a program at our monthly meetings, please let Dave Gunnarson know. Dave is beginning to plan the 2020 program lineup.

The program for our next membership meeting (Tuesday, September 10) is a review of the Central National Meet. Several of the members who attended the meet in Auburn, IN will present the goings-on. Refreshments courtesy of Dave Westrate. I will be traveling and unable to attend the meeting.

Best V8 wishes to everyone,

John

2019 NVRG Officers and Terms	2019 Directors and Terms	Committee Members
President – John Ryan (2019-20)	Membership – Gay Harrington (2018-19)	Fairfax Show – Dave Westrate
Vice President – Cliff Green (2018-19)	Programs, Refreshments – Dave Gunnarson (2019-20)	Tours Chair – Hank Dubois
Secretary – Nick Arrington (2019-20)	Webmaster, Property – Ken Burns (2018-19)	At-large – David Skiles
Treasurer – Bill Simons (2018-19)	Sunshine – Keith Randall (2019-20)	At-large – Jim LaBaugh
	Past President – Joe Freund (2019-20)	
	At-large – Jim McDaniel (2018-19)	

Movie Night, cont'd.

The membership meeting recorded a full house that steamy night, with standing room only. Docent John (honorary member) deserves credit for setting up the chairs in advance. We helped him after the meeting by removing the tables and chairs and returning them to the storage area, and also policing the area. John, a volunteer, has been doing this religiously every second Tuesday for years!

The audience displayed patience, as there was technical difficulty projecting the film from the computer. Jim McDaniel saved the program by figuring it out. Cliff Green provided his premium speakers so the sound track was audible throughout the room.

“Horatio’s Drive” Documentary Review

“Horatio Nelson Jackson was an American physician and automobile pioneer. In the spring of 1903, on a whim and a fifty-dollar bet, Dr. Horatio Nelson Jackson set off from San Francisco in a 20-horsepower Winton touring car hoping to become the first person to cross the United States in the new-fangled *horseless carriage*. Most people doubted that the automobile had much of a future.



Traveling with his co-driver Sewall K. Crocker and a bulldog named Bud, Jackson's trip would prove them wrong. Using a treasure trove of photographs, and relying on previously unpublished letters, Ken Burns and Florentine Films put viewers in the front seat of this historic — and hilarious — journey.”

This story of the trip, recorded with Jackson's camera, was aided with the use a tripod. In 1903 there were only 150 miles of paved roads and most people had not seen a “horseless buggy.” There were no maps or road signs and roads did not exist in many places! The car performed amazingly well. There were several break downs that required the factory to ship repair parts, stranding the pair for days on end!



Two other cars started the cross-country journey from California – one of which was a 1903 curved dash Oldsmobile! Both of these cars had factory sponsorship while Horatio spurned help, other than for repair parts. So, the event became a race of sorts to be the first to cross.

Horatio finished the trip in New York City in 63 days and 12 hours and consumed 800 gallons of gas.



Horatio and Sewall became national celebrities. The Winton exists to this day and can be seen at the Smithsonian. Look up the trip information on Wikipedia by searching for Horatio Jackson.

The documentary was very well done and typical of Ken Burns. Thanks to Dave Gunnarson for making us aware of this interesting piece of automotive history, and for Ray Lambert's refreshments.

PICNIC TIME!

Potter's Picnic

By Don Pauly



This year's club picnic on August 17 was a repeat performance of the wonderful treat we had last year at Bill Potter's opulent estate. The weather was clear and hot, but rain free. The shade provided by the many stately trees made for several great conversation and eating locations. Club President John Ryan opened the festivities with some introductory remarks and was followed by Bill Potter welcoming us all. He related some loving memories of his late parents, Buzz and Ginnie, whom we fondly remember as avid car and motorcycle collectors. Dave Westrate spoke a blessing on our food, which was a top-notch barbecue dinner catered by Willard's. A huge assortment of delicious desserts provided by members and their spouses topped off a bountiful feast.

Several members drove their vehicles to the event: Nick Arrington ('35 coupe); Jim Backer ('31 Model A Fordor); Ken Burn ('41 Woodie); Gay Harrington ('49 pickup); Jim McDaniel ('51 cop car); Jim Rodda ('32 coupe); and Dick Schaefer ('37 coupe). No one reported overheating despite the hot weather.

Each visit to the Potter car collection is an exciting learning experience and there is so much to see it becomes mind boggling. The huge building is packed with interesting cars, motorcycles, parts, and memorabilia. And the shed and open spaces also merit exploration. The family home dates from about 1870 and Bill recounted the need to move it when the Beltway was built and took part of the land that had been their family farm. Bill also stated that he remembers riding inside the house as it was slowly moved intact to its present location.

The fact that the "American Pickers" TV show

continues to replay its visit to the Potter Collection is further evidence of its interesting content. A big thank you to our gracious host Bill, and to those who helped him with the setup work involved in ensuring that a great time was had by all.

Enjoy the photos that follow, as they show the camaraderie among everyone who attended and give you an idea of the size and variety of Bill's collection that seems to go on and on...







WOODIES IN MAINE

The Maine Event

By Jim LaBaugh

Wooden-bodied station wagons – Woodies – are often associated with surfing and California. However, at the time those vehicles were rolling off the assembly line prior to World War II, they were commonly associated with hotels, resorts, and large estates such as those found throughout New England. In August, the 8th annual one-day gathering of woodies at “Woodies in the Cove” in Ogunquit, Maine, provided a venue to blend both of these parts of automotive history. Sonny Perkins (1940 Ford Deluxe Wagon) is the founder of this event which helps raise funds for the Historical Society of Wells and Ogunquit. The National Woodie Club (NWC) expanded this year’s show by 3 days to make it the 3rd annual NWC National Meet, drawing several cars from California to the assembly of vehicles, primarily from New England, and providing a unique show field for the public’s enjoyment.

Ogunquit is a coastal resort town featuring many attractions, such as a walking path following the shoreline cliffs, spectacular ocean views, and a lighthouse, a large sandy beach, and Perkins Cove, site of many waterfront restaurants and shops. The first night of the event saw many woodies in this cove, drawing large crowds from the nearby shops and eateries. The next morning, 44 Woodies lined up in a caravan for the day’s scenic cruise, including Bill Simons in his 1949 Ford Wagon.



Bill Simons '49 in the line of 44 woodies ready to tour

Months before the meet, when Bill found out I also was going to attend, he kindly invited me to ride with him, and we had a great time on the cruise and on the show field the next day. After winding along back roads, the group stopped at Richard A. Currier's Horseless Carriage Company in Cape Neddick. The owner, David Currier, specializes in wooden-bodied vehicles that predate 1931. A depot hack used for rides in Greenfield Village in Dearborn, Michigan, is one of the 200 vehicles he has restored thus far. His work is so renowned that he has a 2-year backlog of orders.



Cars at Horseless Carriage Co.

After viewing all of the in-progress and finished vehicles in David Currier's workshop and other buildings, the tour continued along coastal roads to pass by the George H.W. Bush presidential compound in Kennebunkport before traveling to Motorland in Arundel. Motorland is a restoration facility run by Miles Prentice, who provided lunch to everyone on the cruise.



Woodies on the road to Motorland

The recently opened Maine Antique Car Museum is colocated with the restoration shop and was open to all on the cruise. The museum is home to many unique cars, including a Tucker, a Kaiser Darrin, as well as several woodies.



Kaiser Darrin on display



Woodies on tour at Motorland

The day ended with an evening cruise-in at the Liquid Dreams Surf Shop in Ogunquit, a fitting location, considering quite a few woodies in attendance featured surf boards mounted on roof racks. Dining was at the adjacent Hooks Chill & Grill.

Saturday was the main Maine event – with 76 vehicles assembled on the show field in town along Route 1. In the first row facing Route 1 were three Virginia woodies. In addition to Bill Simons's '49 Ford, the lineup included Jeff McKain, from Virginia Beach, with his 1946 Super Deluxe Ford Wagon, and Ron Pack, from Smithfield, with his 1947 Chevy Wagon. Both had vintage VA tags whose plate numbers were the same as the year of the car.



Horseless carriages on the show field

The slow-moving traffic going north through Ogunquit on Route 1 had a great view of the show field as it passed by. The fact that Ford produced more woodies than any other manufacturer was evident from the presence of a couple of Model T Depot Hacks, a Model A Wagon or two, and many early V-8 Fords: one '34, four '39s (2 Deluxe and 2 Standard), one '40, three '41s, one '42, six '46s, two '48s (one driven to the meet from Nova Scotia), at least two '49s, several '50s, and a few '51s.



Other woodies on the show field

Also on the field was a very rare 1946 Mercury Sportsman and 1942 Ford Sedan that had been converted to a wagon for the war effort. Many marques were represented on the show field, such as Chevy, Plymouth, Dodge, Morris Minor, and others, including a '40 Packard, a '47 Nash Ambassador Suburban, and a '41 Cadillac whose wood was attached to the car in an after-market restoration. Also prominent were vehicles from Richard A. Currier's Horseless Carriage Co.



The Mercury Sportsman



The Nash

At the end of the show, wooden tool boxes built by a woodie club member were given to the top three popular vote winners. Plaques featuring different bas-relief woodies on them were handed out to three cars selected as favorites by directors from the three NWC regions. One award went to a family with a 1916 Model T Depot Hack – the family had three generations in the car throughout the cruise the day before.

The NWC President's award went to Evelyn Chamberlin from Massachusetts and her 1951 Ford Country Squire. The long-distance award has commonly been won by Bill Simons in recent years. This year, however, the award went to the owner of a '52 Chevy "tin" woodie from Ohio, who also had the hard luck of breaking down on the coastal road leading to Kennebunkport during the previous day's cruise while also towing the family's camper used to make the trek to Maine. (A tin woodie is one with

woodgraining applied to exterior metal on a car that has no real wood on it.) Given that all the California cars had been shipped rather than driven to the meet, they did not qualify for the distance award, although some were destined to be driven home from Maine by their owners.

At the conclusion of the show, a brief shower interrupted a fine day as nearly all the woodies on the show field filed off in parade formation, escorted by the local police, to travel through Ogunquit and around Perkins Cove, a parade that ended just as clear skies returned. The day ended with a lobster bake at Lobster in the Rough, where the NWC conducted a raffle of many woodie-related items, including a wooden reproduction of a surf board made to original Hawaiian design and a quilt made out of shirts representing nearly all the logos of NWC chapters from around the country.

On the last day, spectacular dry, not too hot, Maine weather greeted 16 woodies as they assembled for a cruise south to Portsmouth, New Hampshire. Bill Simons had returned to his summer residence the day before, so for this cruise I joined Bill and Joy Quick from New Jersey in their '46 Ford Wagon, along with fellow passengers John and Martha Lee, from Lincoln, Nebraska. John is the editor of *Woodie Times*, the NWC monthly publication. In one of those amazing coincidences that happens at car meets, Ken Burns had sent John a copy of the December 2018 *Valve Clatter* with the article on how my Dad found his 1939 Deluxe Wagon, so it was nice to meet John in person. Also, as it turns out, over different decades, both John and I had worked in the vicinity of Oshkosh, Nebraska, a town in the remote part of western Nebraska that is along the edge of the North Platte River, just south of the extensive, beautiful Nebraska Sandhills – the largest sand dune field in the western hemisphere (approximately the size of Massachusetts, Connecticut, and Rhode Island combined). That part of the country is not visited by many people, so the odds of a person going to a meet in Maine and just happening to catch a ride in a car carrying someone else with whom to swap stories with about Oshkosh, Nebraska, was quite remarkable.

On the cruise, Sonny Perkins again led the way along coastal roads that went through Cape Neddick, York Beach, York Harbor, and Kittery. Where sandy beaches were present, many surfers were

riding the waves and the woodies received lots of waves from onlookers from beaches and beach cottages. As the line of cars wound around the peninsula with the Nubble lighthouse at its apex, along the road, spectators of a certain vintage cried out “Woodies!” Crossing into Portsmouth, the Portsmouth Naval Shipyard was visible across the water, along with the now-abandoned Portsmouth Naval Prison, a building seen in the movie “The Last Detail.” Watercraft of every kind could be seen in motion, including kayaks and paddleboards. The long line of woodies finally came to rest in Odiorne Point State Park.



Woodies at Odiorne Point State Park, NH

Views there of the bay and the ocean beyond included a life-saving station and a lighthouse, both preserved as historic structures, with the latter being automated, and in the distance the Isle of Shoals. The cars then dispersed back to Ogunquit, or to home for the local New Englanders, concluding what the NWC had billed as “The Maine Event.”

=====
The Maine Event II

By Bill Simons

While attending the Third National Woodie Meet in Ogunquit, Maine, I found myself parked next to two woodies from Virginia Beach: a '46 Ford and a '47 Chevy. We introduced ourselves and they remarked that they admired my original VA 401 plate. I then looked at their two VA plates and couldn't believe my eyes. Their plates matched their car's model years! I was immediately a little suspicious. After further discussion they confessed they

were reproductions made by a guy in Florida. The owner of the '46 then told the story that when he took the plate to the DMV office, the clerk commented on how perfect it was and that, by the way, no reproduction plates were allowed. His reply was that he had just paid a professional to completely restore the original plate. Then the clerk noticed that the numbers matched the year of his car. What a rare coincidence! Yes, the owner said, I looked in about every antique store in Virginia before finding it! The registration went through!



BRINGING THE PAST INTO THE PRESENT

How Budster Got Its Side Rails

By Gay Harrington

Sometime in 2016 I came up with the idea of bringing my '49 F-1 a little bit closer to his roots. This truck rolled out of the Chester, PA, assembly plant in November 1949, painted the color Meadow Green. Meadow green was a Ford postwar color popular from 1948–1955. It was initially the byproduct of unused green military paint mixed with some other colors to lighten it up and create a new color. The Chester assembly plant had received a government contract to produce military jeeps for the war, so it's no surprise that plenty of meadow green trucks were produced during the postwar decade.

My truck, like so many affordable Ford half-ton pickups in the late 1940s, started life as a farm truck. "Hardy Bros. Feed Farm" providing feed for "poultry and livestock phone Romney 4F02" was displayed on both doors. Barely visible, the lettering was evidence of the truck's early days working on the Delmarva Peninsula.

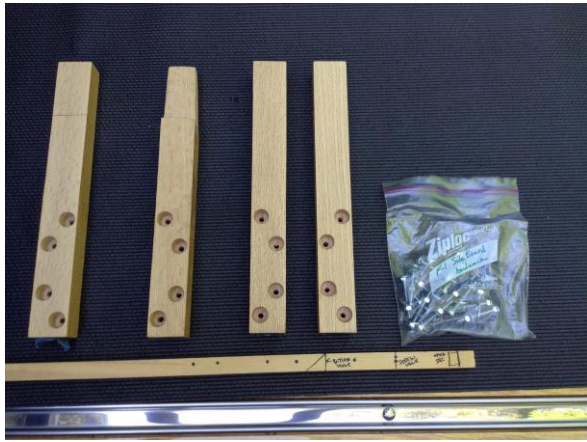


Original door with lettering

I've always liked the look of side rails on a pickup truck. They remind me of "life on the farm." Of course, I've never *experienced* life on a farm, but "Why not let Budster enjoy them?" (I said as I ordered the side rail kit). I was very excited when the kit arrived, and took each piece out to inspect it and be sure it was all there. I wasn't prepared for the reality of pre-fab kits: nothing fits together for assembly! There were nice pre-made holes on the post pieces, but not one of these four post pieces fit into any of the four truck postholes. These would all need trimming. I attempted to carefully chisel the end of one piece and, although it fit the hole, something told me to STOP. CALL FOR HELP. DO NOT CONTINUE (or you'll have some very expensive oak firewood for the winter). There were no holes drilled into the side rail boards for the carriage bolts, washers, or nuts. *What the?* Clearly, the manufacturer thought I could do something more than *assemble* this kit!



Side rail kit unassembled



Side rail kit unassembled

As life goes, things got busy in other areas and quite a bit of time passed. But I didn't forget the kit and the dream. I didn't get back to it until summer 2019. I called NVRG member and master woodworker Dave Westrate. I knew that Dave spends an evening each week supervising and assisting people at a Fairfax County do-it-yourself center that has tools, machines, grips, handsaws—and much more. Most importantly, Dave would know how to measure, drill, and make these parts come together. He agreed to help, and Budster and I headed to Reston. With Dave's experience and precise eye, all the holes were drilled in the correct places, and everything fit together as it was supposed to.



Dave assuring the fit will be correct

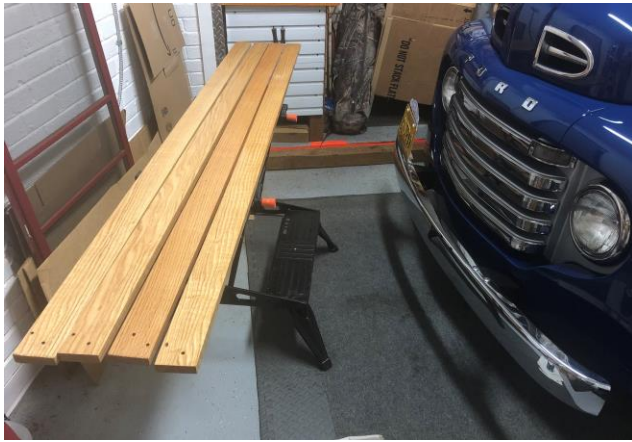


Dave using a saw with a special Japanese blade that cuts opposite most saw blades



Dave Westrate custom cutting a post to fit

Dave coached me how to best sand and apply polyurethane to protect the wood, encouraged me to assemble it all after the finish was set, and provided a few tips if things needed slight adjustments. I started working outside, but had to move into the tight garage space when threatened with rain.



Letting the finish dry

I devised a system to keep track of the orientation of the pieces as I worked because each drill hole was custom to a particular posthole and I didn't want to assemble it incorrectly.



Final results



Side rails in place

I'm guessing some folks are reading this having forgotten when they didn't instinctively know how to do these things. It's always fun to learn something new and see a job finished—especially when it comes together nicely.

Budster showed his new "I used to be a farm truck" side rails for the first time at the annual NVRG picnic hosted by Bill Potter at his vehicle ranch. What fun!



Budster and others at NVRG annual picnic

Our NVRG has so many knowledgeable members sharing their time and talents. How did I get so lucky to find you?

TECH TIP

Recycling Cliff's Advice

By Milford Sprecher

A few months ago I was having trouble starting my 1945 V-8 pickup. I talked to Cliff Green on the phone and he suggested cleaning the contacts on the resistor. That seemed to do the trick, because the truck was starting and running great.

More recently the truck had become harder to start. On a trip to Home Depot a few weeks ago the truck wouldn't start after I had finished my shopping. It finally started, but it had not been starting as easily and I was wondering what was going on. This morning I was heading to a Cars & Coffee event and stopped for gas. The truck would not start! I was able to push the truck to a downgrade where I popped the clutch and off I went. I took the truck back home and took my Model A sedan to the C&C.

When I got back home and tried to start the truck to put it back in the garage, it wouldn't start again. I had convinced myself that it was a fuel problem, but I should have taken a hint from how easily it had started when I rolled it downhill that it was *not* a fuel issue.

While sitting and waiting to try and start it again, I thought about the resistor. I took a wire and jumped the resistor. The truck started immediately. I then manipulated the resistor wires and the truck would start immediately upon cranking. It's funny, but I was thinking that I might call Cliff again and ask him about it when I remembered what he told me the previous time. So, thanks, Cliff for helping me out twice, though I only called you once!

TRAVEL AND TOURS

September 8 – Special Tour/Event Salamander Resort, Middleburg, VA

The Seven Loaves Services Inc. charity organization (www.sevenloavesmiddleburg.org) is holding a recognition event for their volunteer members and contributors on Sunday, September 8, from 1–3 PM at the Salamander Resort Equestrian Center in Middleburg, VA. The organizers of this event would like to have some antique/classic cars displayed for their guests to enjoy, and have invited members of the Model A Club and the NVRG to attend the event with their vintage cars. The event will also include a falconer demonstration as well as some other interesting activities. Complimentary BBQ, wine, beer,

and soft drinks will be provided to club members who drive and display their V8's for this event.

Model A Club member John Leydon has invited Model A and NVRG Club members to stop by his “man cave” garage in the Village of Aldie for a coffee break/rest stop on the way to the Salamander event. We will also visit the National Sporting Library and Museum in Middleburg briefly before driving to the Salamander Resort. After the Salamander event, we will enjoy a scenic, V8 friendly drive from Middleburg to The Plains on Halfway Road (Rt. 626), then on Routes 55 and 29 back to Fairfax.

So, on Sunday, September 8, we will gather at Fair Oaks Mall at our usual spot in time to depart at 9:30 AM sharp. If you would like to participate in this tour/event, or if you have any questions, please let Hank Dubois know, as soon as possible, by email at handcdubois@verizon.net or phone at 703-476-6919. This is an extraordinary opportunity to display our V8's at one of the premier destinations in our area. Don't miss it. Let's have a great NVRG turnout!

September 21–22 – Annual Drive-In Movie Tour to Family Drive-In, Stephens City, VA



Saturday, September 21:

- * Depart Fair Oaks Mall at 1 PM and caravan through the scenic countryside to Middletown, VA. Check into the Wayside Inn in Middletown around 3 PM. The historic and charming Wayside Inn is the oldest continuously operated inn in America and dates from 1797. Ten delightful rooms are set aside for us, ranging from \$95 to \$150 (before our 20% discount) which includes a full breakfast. The rooms are 3, 6, 7, 11, 12, 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 V8 Club” and will be held until September 7, so don't delay. (Note: If you reserve after September 7, the discount may not apply.)
- * Dinner at 4:30 PM at the Wayside Inn, then on to the Family Drive-In for their 10th Annual Classic Car

Show and Movie Night (www.thefamilydriveintheatre.com). The car show is from 3-7 p.m. and we'll have a chance to check out the cars that are staying for the 1983 horror film "Christine," which will be shown at dusk. The film stars a 1958 Plymouth Fury with a mind of its own, and is based on a 1983 Stephen King novel of the same name.

Sunday, September 22:

- * After a leisurely breakfast, we'll spend a little time enjoying the ambience of the Wayside Inn before departing for Edinburg, VA, to check out day 3 of their 3-day, 39th Annual Ole Time Festival (edin-burgoletimefestival.org). We'll pick up lunch at the festival before heading back to the hustle and bustle of Fairfax arriving mid to late afternoon.
- * Contact Hank Dubois at handcdubois@verizon.net or 703-476-6919 with questions or to advise if you are going.
- * 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!

September 29 – Annual Antique Auto Muster and October Fest

The 61st annual Armed Forces Retirement Home Antique Auto Show takes place on Sunday, September 29. A caravan leaves from Pan Am Shopping Center at 8am sharp. Contact Clem Clement at clem.clement@cox.net or Ken Burns at hele-nandken@verizon.net if you plan on caravanning. Don't get left behind! This is a wonderful to show your support for some great folks who served during the Korean and Vietnam wars. We're not sure, however, if any WWII vets are still living there. To enter, complete the registration form on the page 17.

November 1-3 – Fall Tour by Bill Simons

Last year's tour was this same time with fine weather and cool running for the V-8s. I have reserved 15 rooms until October 1 when any that are unreserved will be released and the discount may not apply. Our rate is \$129 plus tax/night.

We leave on Friday November 1 from the same location in Springfield as last year about 10:00 a.m. to avoid commuter traffic, cross the Wilson bridge, and on to Leonardtown for lunch. After lunch we

drive to Piney Point Lighthouse and Museum and then on to the hotel and dinner that night.

Saturday morning we visit the Patuxent River Naval Air Museum, have lunch, and then a chartered boat ride from 2 p.m. to 3 p.m. Then to the Calvert Maritime Museum from 3:30 to 5 p.m. and dinner at 6:30 or so.

We'll have brunch on Sunday morning prior to driving home. I am still firming up the restaurants but we have a good selection in Solomon's. I will drive the entire route in late September and confirm all the details with the museums and restaurants.

NEW MEMBER WELCOME

New Member Welcome

By Gay Harrington

On behalf of our NVRG, I'd like to officially welcome our newest members, Jim and Alane Tallant of Waldorf, MD. Jim was a founding member of the National Capital Regional Group and is a longstanding member of the Early Ford V-8 Club of America. Jim had a 1932 Ford Tudor Deluxe, which won a Dearborn Award in 1974. He had to sell the '32 years ago, but currently owns a 1941 Ford Tudor Deluxe. Jim worked closely with former NVRG member Tommy Lumpkin for many years. Welcome, Jim and Alane!



COMING ATTRACTIONS

Join us for the September membership meeting, which will feature a review of the Central National Meet of the Early Ford V-8 meet that took place August 24–27, in Auburn, Indiana.



Change of date for the 2019 NVRG Holiday Gala!

The date of the 2019 NVRG Holiday Gala has changed. Originally scheduled for December 7, 2019, the event will be held on December 14 instead. Note your calendar accordingly, and look for full details in upcoming issues of the Valve Clatter.

Thanks to Cliff Green, who submitted this ad out of old '50s Sears Catalog. A rebuilt motor like this now is \$2,500–\$3,000

For Ford V-8

Rebuilt Oil Pump Included

Rebuilt Block As low as	Rebuilt Truck Block As low as
\$59⁹⁵ Cash	\$64⁹⁵ Cash
Was \$64.85	Was \$70.95
With Old Motor Suitable for Rebuilding and Crate	With Old Motor Suitable for Rebuilding and Crate

For Ford V-8

Rebuilt Oil Pump Included

Rebuilt Block As low as	Rebuilt Truck Block As low as
\$59⁹⁵ Cash	\$64⁹⁵ Cash
Was \$64.85	Was \$70.95
With Old Motor Suitable for Rebuilding and Crate	With Old Motor Suitable for Rebuilding and Crate

Rebuilt Block Assembly for Ford V8-85, 1932-41

- Every wearing part or surface replaced or reconditioned.
- New, top quality, heavy duty aluminum pistons.
- 4 new rings per piston—2 compression, 2 oil for most efficient oil control.
- Cylinders rebored, honed and polished to a standard oversize.
- Brand new valves, valve guide and valve springs. • New main bearings and rod bearings for smoother motor operation. • Crankshaft reground. Timing gear replaced if necessary. Rebuilt Oil Pump, studs included.

Get a Sears Rebuilt motor for low cost improved car performance. These economically priced motors will give dependable service and add years of valuable use to your car. All old, worn parts are replaced or repaired so that you get guaranteed performance and service. It's practical, it's smart, it's economical to buy a rebuilt motor and enjoy renewed driving pleasure. No matter how much you consider paying for a rebuilt motor, we don't believe you'll find a better value.

If you're not getting the service you should from your old motor it isn't necessary to buy a new car . . . not when you can buy Sears Rebuilt for so little. State year of car, and if for 1936 or later, whether you now use domehead or flathead pistons. Refer to Index for gasket sets. Shipping wt., 385 lbs.

Rebuilt Block Assembly for Ford V8-85, 1932-41

- Every wearing part or surface replaced or reconditioned.
- New, top quality, heavy duty aluminum pistons.
- 4 new rings per piston—2 compression, 2 oil for most efficient oil control.
- Cylinders rebored, honed and polished to a standard oversize.
- Brand new valves, valve guide and valve springs. • New main bearings and rod bearings for smoother motor operation. • Crankshaft reground. Timing gear replaced if necessary. Rebuilt Oil Pump, studs included.

Get a Sears Rebuilt motor for low cost improved car performance. These economically priced motors will give dependable service and add years of valuable use to your car. All old, worn parts are replaced or repaired so that you get guaranteed performance and service. It's practical, it's smart, it's economical to buy a rebuilt motor and enjoy renewed driving pleasure. No matter how much you consider paying for a rebuilt motor, we don't believe you'll find a better value.

If you're not getting the service you should from your old motor it isn't necessary to buy a new car . . . not when you can buy Sears Rebuilt for so little. State year of car, and if for 1936 or later, whether you now use domehead or flathead pistons. Refer to Index for gasket sets. Shipping wt., 385 lbs.

Block Assembly for V8-85 Passenger Car—28 DM 4842F

For Ford Year	Cash Price Outright	On Easy Payments		†Credit for Old Engine and Crate	†Price With Old Engine	Minimum Credit Old Engine and Crate
		Deposit	Monthly Payments			
1932	\$84.95	\$17.50	\$7.00	\$25.00	\$59.95	\$6.00
1933-34	89.95	19.00	7.00	30.00	59.95	6.00
1935-36	94.95	20.00	7.00	35.00	59.95	6.00
1937 (21 stud)	102.95	21.50	8.00	40.00	62.95	6.00
1938 (24 stud)	113.95	23.50	9.00	50.00	63.95	6.00
1939-41*	117.95	24.50	9.00	50.00	67.95	6.00

Block Assembly for V8-85 Passenger Car—28 DM 4842F

For Ford Year	Cash Price Outright	On Easy Payments		†Credit for Old Engine and Crate	†Price With Old Engine	Minimum Credit Old Engine and Crate
		Deposit	Monthly Payments			
1932	\$84.95	\$17.50	\$7.00	\$25.00	\$59.95	\$6.00
1933-34	89.95	19.00	7.00	30.00	59.95	6.00
1935-36	94.95	20.00	7.00	35.00	59.95	6.00
1937 (21 stud)	102.95	21.50	8.00	40.00	62.95	6.00
1938 (24 stud)	113.95	23.50	9.00	50.00	63.95	6.00
1939-41*	117.95	24.50	9.00	50.00	67.95	6.00

* On 1939-41 state whether your V-8 is on generator or crankshaft.

* On 1939-41 state whether your V-8 is on generator or crankshaft.

61st Annual Armed Forces Retirement Home Antique Auto Show Sunday, September 29th, 2019

Schedule of Events:

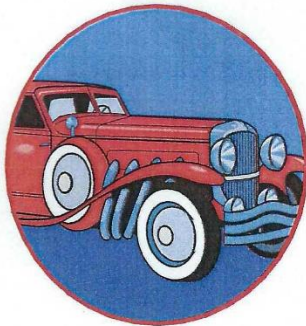
8:00 AM Registration/Refreshments

9:00 AM Car Show Begins

10:00 - 11:30 AM Car Show Judging

12:15 PM Award Presentations

12:30 PM Car Show Ends



There is no entry fee for this event. Admission is also free. Enameled dash plaques will be given out to the first 100 registered participants. If you have questions, or prefer to register via email, please contact us at 202/541-0612 or at Linda.Bailey@afrh.gov

(circle category) ANTIQUE, MODIFIED, MILITARY, MOTORCYCLE

NAME _____ PHONE _____ EMAIL _____

ADDRESS _____ CITY _____

STATE _____ ZIP CODE _____

MAKE/MODEL:

VEHICLE _____ YEAR _____

CLUB _____

PLEASE ENTER AT THE INTERSECTION OF RANDOLPH AND ROCK CREEK CHURCH ROAD NW

MAIL TO: AFRH RECREATION SERVICES

3700 NORTH CAPITOL STREET NW #589

WASHINGTON, DC 20011-8400

This event is considered a public event for the purpose of photography & videography



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

1934 Ford Standard Fordor. Fully restored. All Henry Ford steel, new Cartouche interior, recent Brewster green paint done over bare metal. Car started off life as a V8 but was converted to a Model B in the early eighties. New tires. Price 22k. Call **Barry Wertheimer** at 301-404-3746 or ibwerth@aol.com. (08/19)



1930 Ford Model A Town Sedan: Offered for sale is this beautiful, fully restored, 1930 Ford Model A Town Sedan. This Briggs-bodied stunner was restored to an extremely high standard. Painted a

gorgeous teal with brown mohair interior, it is accentuated by a host of accessories and options including a thermo quail radiator cap, fog lamps, hood prop, Rex-A-Co temperature gauge, and a charming flower vase. Vehicle is fresh with just under 6,000 miles on the odometer and an undercarriage that is as clean on the underside as it is on the top. Although it may be mistaken for a show car, this Model A was restored to perform as good as it looks, with a completely rebuilt drivetrain and modern mechanical upgrades including a Nu-Rex extra high output alternator and 8-volt battery, as well as safety upgrades including turn signals and fuse mount. Asking \$26,900 OBO. Please don't hesitate to call **George** @ 703-969-1715 with any questions, to schedule a test drive, or make an offer. (08/19)



1932 Ford Sedan Project. Former NVRG member Ralph Bradley's 1932 Ford Sedan project car is up for sale. The car as it exists, parts totaling over \$30K; all paperwork and tools are being sold as a full package for the asking price of \$20K. Ralph's wife/widow Jackie wants it all to go to someone who likes this car and wants to finish restoring it. Located in Scottsville, VA (15 miles from Charlottesville). Additional photos upon request. Contact **Jackie Bradley** at 434-996-5062. (07/19)



1936 Ford Deluxe Fordor Touring (early). Needs complete restoration. Car is complete but is a project car. Priced around \$2,000. Car is in Southern Maryland. Contact **Jim Crawford** for owner information. 301-752-0955. (07/19)



1940 Ford Deluxe 5-Window Coupe. Fully restored with black exterior and tan cloth interior. 2012 Dearborn Award winner. 3500 miles on V-8 flathead engine since overhaul. All gauges, heater and fog lights work. Car runs and drives great. Stored in humidity controlled garage. \$49,500. **Bill Chaney**, (804) 776-7597, flihi@va.metrocast.net. (07/19)



1940 Ford Station Wagon for sale in the valley. Located in Strausburg, not a club member. The owner has had it about a year and was going to hot-rod it. Lost interest. What's reported: Wood OK; top rails replaced; sheet metal has a few dents; engine back in, reportedly overhauled (not by owner); two rear seats have the bottom only. Contact owner for price and more. **Gene Ornof** at 540-465-3586. (05/19)



1947 Ford 1.5 Ton Truck: Restoration recently completed. Frame has been stretched by 20" to give a wheelbase of approximately 178". Wooden bed is 12' long and has enclosed sides with a tailgate. Has a Rebuilt Dennis Carpenter engine, LeBaron Bonnie interior, and all new wiring, glass, and gaskets. Four-speed transmission with Eaton 2-speed rear axle. Electrical system converted to 12-volt negative ground (can use modern accessories). Right-hand tail light added (originally only had left tail light). Turn signals added. Period and period correct Ford heater. NOS front fenders, running boards, head light rims, parking light rims, and door handles. Equipped with Waldron stainless steel exhaust system. Rear view mirrors are correct (shaky) original style. Also comes with original fenders, running boards, and 2+ spare engines worth of parts. Has a

clear MD title and can supply notarized bill of sale. Located in Monrovia, MD. Asking \$15,000 (or good offer). **Luke Chaplin**, 4016 Lynn Burke Rd., Monrovia, MD, 21770, 301-865-5753, lukechaplin@com-cast.net. (1/19)



1933 Ford 2-door Sedan: Has a 1936 engine (LB block) with aluminum heads and intake by Monterey Speed & Sport. Is a copy of the old Eddie Meyer flathead speed equipment (but is a new casting). \$35,000. **Ray Lambert**, 703-595-9834. (11/18)



1946 or 47 Ford Pickup: Our British member Colin Spong found this pickup in Luray; for sale for \$1500. No title, seems complete but rusty. Might be of interest as a source for parts. Contact Bennett & Butler, Inc. (**Tony Spain**) at 540-742-9353. (11/18)

1940 Ford Business Coupe. Condition: Driver. Former Benny Bootle car (author of 1940 Ford restoration book). Black with leather interior, skirts, dual carburetors, high compression heads, dual exhaust, radio, heater. \$32,500. **Bill O'Donnell**, West Friendship, MD, 410-489-9421. (10/18)



Early 1947 Super Deluxe Ford Coupe: Dark blue, 2017 Dearborn Award winner. Car located in VA. **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

V-8 Parts for sale at bargain basement prices: 1. Two V-8 flywheels; 2. Two V-8 top loader transmission cases; 3. Full set of transmission gears, bearings, and seals; 4. Unusual belt-driven governor for V-8 engine which mounts beside intake manifold. **Stan Johnson**, Fordyhorses@aol.com, 703-644-0758. (09/19)

UST 3500 Watt Generator: Like new, only 18 hours on run time meter. 196-cc overhead cam 6.5 hp gas engine. Quick starting. Mounted on wheels for easy movement. Two 110v outlets. Can run refrigerator when power is out, or run power hand tools. With instruction manual. \$150. **Stan Johnson**, 703-644-0758, Fordyhorses@aol.com. (09/19)

LL Bean (Schwinn) Women's Bicycle: High-end, beautiful blue, Sport Cruiser 7, built for women 5'0" to 5'4", dual hand brakes, 7 speeds, comes with basket and lock, \$125. **Stan Johnson**, 703-644-0758, Fordyhorses@aol.com. (09/19)

Portable Pressure Washer: 1600 psi Greenworks with all hoses, nozzles and soap dispenser. Instruction manual. Used very little. \$60. **Stan Johnson**, 703-644-0758, Fordyhorses@aol.com. (09/19)

1950 Mercury Engine: Complete with carb, air cleaner, water pumps, etc. Come see, \$500. / **1951 Ford Engine:** Numbers matching. Engine in car and running. \$350 w/o transmission or \$400 with transmission. / **1984 Ford Mustang Engine:** 5.0 litre

(302c.i.). LTD/LXi, 112,000 miles. Runs great, \$500. / **1975 Ford Engine:** 351c.i. V-8. \$200. / **1975 Mercedes-Benz Engine & Transmission:** 137,000 miles. \$500. / **1996 Ford Explorer Engine:** 112,000 miles. Runs great. \$500. / **1956 Ford 312/292 Engine & Transmission:** Numbers matching, standard trans. \$250. / **1990 Ford Country Square Station Wagon:** \$1500 or best offer. / **Ford 15" Rims:** 4-1/2 bolt pattern, off Explorer/Ranger pickup. / **Engine Puller:** (Harbor Freight) \$100. / **Heavy Duty Metal Square Stand:** \$25. / **1996 Ford Explorer sunroof.** / **1949-1955 Rear Ends.** / **1949-1953 Ford 239c.i. Crankshafts** - stock size. / **Ford 289-302c.i. Windsor Heads.** Call **Steve Groves** for info before 9 PM at 301-530-7411. (09/19)



Display Case. Manufactured by Spartan Manufacturing Co., Saint Louis, MO. Width 84", depth 32", height 42"; 3 built-in fluorescent lights; 6 glass shelves (each 30.5" in length, width of 12" and shelf brackets). Missing 2 rear sliding glass panels. \$40. Contact **Joe Freund** at 703-527-1531. (05/19)

SOLD



Adaptor for Engine Stand to mount flathead to side of block. Call Steve Groves before 9 pm, 301-530-7411. (04/19)



French Flathead V-8. This is a complete French military surplus crated motor bought in 2000 (255 c.i., 4" stroke). Bellhousing casted in 1984, assembled in 1996 with large 16-qt. oil pan and large filter. Many replacement parts include: Edmunds heads; Edmunds 4-bbl intake; Holley 390 carb with Edmund air cleaner; Fenton headers, black ceramic; MSD distributor; Power Master 12v chrome alternator; 12v gear-drive starter; flywheel, bellhousing, and torque converter for Ford C4 auto trans; plus more. Contact seller for more info. Under 20k miles (driven about 1,000 miles per year). \$4,500. NVRG member

Gary Franklin, gary1941ford@gmail.com or 978-514-1105. Located in Leominster, MA. (04/19)



Original 1933 Ford Grill with original blue oval Ford badge. Minor dent near badge. Decent chrome finish. Asking \$2,500. Contact NVRG member Gary Franklin, 978-514-1105, gary1941ford@gmail.com. Located in Leominster, Mass. (04/19)



Lincoln Cylinder Heads for 337 c.i. engine from a late 1940s F-7 truck. One pair. \$50. Call **Jason Javaras**, 540-786-5819. (03/19)



1941 Ford Radiator. Very good condition. \$100. Contact **Cliff Green** at dcliftongreen@gmail.com or 703-426-2662. (03/19)



1939-41 Ford Rebuilt Generator. Never used, \$130 (cost). Contact **Cliff Green** at 703-426-2662 or dcliftongreen@gmail.com. (03/19)



Black and Decker Valve Grinding Machine, \$150. **Steve Groves**, 301-530-7411 before 9:00 PM. (2/19)



1951 Ford NOS Headlight Switch, including the bezel. \$50. Call **Bill Simons** at 202-776-5030. (2/19)



1934 Front Seat Cover for Ford Roadster or Pickup. New LeBaron-Bonney cover still in box. \$300 (cost \$600 new from LB). Call **Bill Simons**, 202-776-5030. (2/19)

Ford front bumper-mounted grill protector with Ford logo. Fits 1941 Ford only. Photo is of a similar one on Clem's 1940 Merc. His says "Mercury" and this one is stamped with the script "Ford." Contact Clem for details and exact measurements. \$50. **Clem Clement** at clem.clement@cox.net. (2/19)



Shocks: Used, clean, fluid full: 1939 rear pair (weak) \$80; 1939 left front \$50; 1946 right front \$50 (base modified for '39 size as well); 1946 set of four, \$200; 1933-34 pair, \$100. Contact **Clem Clement** at clem.clement@cox.net. (2/19)

1951 Ford Truck 5-Star Hood Trim, to use with your "hood spear" on sides of 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)

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, NOS, cast iron, best offer. **Leo Cummings**, RPMLHC@aol.com, cell: 571-212-7747. (3/18)

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**, handedubois@verizon.net or 703-476-6919. (07/17)

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**, john@ryanweb.com. 301-469-7328. (08/17)

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)

1949-53 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)



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

10" Tile Saw: Looking to borrow or buy a 10" tile saw that will cut 3/4" slabs of glass (photo). **Gay Harrington**, 703-888-0180. (09/19)



Inside door handle for 1935 Ford Tudor sedan. Contact **Von Hardesty** at hardestyv4@gmail.com or 540-908-0295. (05/19)



1933-34 Ford rear end wanted. Call **Mike Kirkendall**, 325-280-6052. (03/19)



1939 Ford Pickup BED wanted. Complete bed assembly needed. If you have a bed, or parts of one, call Long Island Club member **George Vitaliano** at 914-664-5040 or email his wife Nancy at nancyvitaliano@icloud.com. (1/19)



1939 Ford Hot Water Heater. Need correct heater switch and core for same hot water heater (I have a good shell). **Mel Herwald**, 540-925-2222, mherwald@mgwnet.com. (10/18)



Model 81 Carburetors. Two Model 81 carbs suitable for rebuilding wanted. These were the carbs used on the 60 HP V-8s. **Nick Arrington**, 703-966-8422 or nta1153@verizon.net. (8/18)



1939 Ford Hot Water Heater. Need correct heater switch and core for same hot water heater (I have a good shell). **Mel Herwald**, 540-925-2222, mherwald@mgwnet.com. (10/18)



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



1950-51-52 Ford pickup 8-foot bed: **Ray Lambert** 703-595-9834. (02/18)



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



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

Free - Pair of Water Pumps for a 1951 Ford 8BA 239ci V-8. I replaced them thinking they were part of a heating problem. It proved otherwise after I had installed new ones, so these are now a good spare set. Yours for the taking if you can come get them in Front Royal. These would be good for cores to trade in to Skip Haney for a rebuilt pair. Call **Al Edwards** at 703-408-8372. (2/19)



1940 Ford Headlight Housing: In rough shape, but the price is right (free). **Benny Leonard** at benshar100@gmail.com. (11/18)



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)



Early Ford V8 Club of America
2020 Eastern National Meet
Morgantown, PA
June 15-18, 2020
www.NCR36.com



The below link takes you to a 20-page information file about the 2020 EFV-8 Eastern National Meet in Morgantown, PA.

It contains all the information developed for the meet, including registration forms, schedules, social events, driving and bus tours, the meet venue and hotel, even down to the meal menus. The dates are June 15–18, 2020. Please look the information over and consider joining us for a busy and memorable meet. Also, feel free to forward this information to other club members in your region and to your newsletter editor to use in their publication.

If you register early and stay at the host hotel for 3 or more nights you will be entered in a drawing which will pay for the hotel room. Please contact me if you have any questions.

The host hotel is the Holiday Inn, which is attached to the Classic Auto Mall, which contains over 1000 cars, 450 of which are barn finds. The phone number to make hotel reservations is 610-286-3000 and the code for our meet is EFV.

Click [here](#) to open the file.

Norm Heathcote - Registration Chairman
305 Gwynnbrook Avenue
Owings Mills, MD 21117
(P): 410-356-3459 / (C): 410-227-2040
email vvomllc@hotmail.com

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	john@ryanweb.com
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 2019 Calendar



September	
2	Clifton Lions Labor Day Car Show – Fairfax, VA
8	Salamander Resort Show/Tour – Middleburg, VA
10	Membership Meeting – 7pm – Nottaway Park. Program: Central National Meet Review (August 24–27), full membership – Refreshments: Dave Westrate
11	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
21–22	Drive-In Move Tour – Family Drive-In, Stephens City, VA Contact Hank Dubois at handcdubois@verizon.net or 703-476-6919. (See details on page 11.)
24	NVRG Board of Directors Meeting – Red, Hot, & Blue (Graceland Rm.), 4150 Chain Bridge Rd. (Rt. 123), Fairfax, VA 22030. Dinner at 6:30; meeting at 7:30. All are welcome to attend.
29	Annual Antique Auto Muster and October Fest at the Armed Forces Retirement Home – Caravan leaves from Pan Am Shopping Center @ 8am sharp – contact Clem Clement at clem.clement@cox.net or Ken Burns at helenandken@verizon.net . (See flyer for details.)
October	
9	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
15	Membership Meeting – 7pm – Nottaway Park. Program: Hershey Review (October 9–12), full membership – Refreshments: Bill Potter
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
19	Rockville Show – Rockville, MD
29	NVRG Board of Directors Meeting – Red, Hot, & Blue (Graceland Rm.), 4150 Chain Bridge Rd. (Rt. 123), Fairfax, VA 22030. Dinner at 6:30; meeting at 7:30. All are welcome to attend.
November	
1–3	Fall Tour – See preliminary details in Travel and Tours section. Contact: Bill Simons bsimons@rustinsurance.com .
12	Membership Meeting – 7pm – Nottaway Park. Program: Plastic Parts Reproduction – Refreshments: Leo Cummings
13	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30am. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
26	NVRG Board of Directors Meeting – Red, Hot, & Blue (Graceland Rm.), 4150 Chain Bridge Rd. (Rt. 123), Fairfax, VA 22030. Dinner at 6:30; meeting at 7:30. All are welcome to attend.

Down the Road



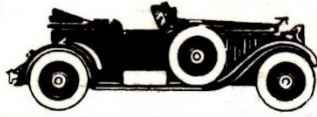
-  October 19 – Rockville Show
-  November 1–3 – Fall Tour
-  December 14 – Christmas Party

CLASSIC AUTOMOTIVE, INC. AUTOBODY

*"Collision Repairs with
Restoration Quality"*

Flatbed Towing Available

9206 Enterprise Court
Manassas Park, VA 20111
(703) 361-RODS (7637)
Fax (703) 361-7116



JIM WALKER

CLASSIC AUTOMOTIVE, INC.

Always Receiving Quality Service

Classic Car Solutions

CLASSIC CAR SOLUTIONS

540-273-7518

info@classiccarsolutions.net



DULLES AUTO CLINIC

Quality Service at Affordable Prices
dullesautoclinic.com



106 J Oakgrove Rd
Sterling, VA 20166

703-481-6300

Wayne R. Judd
President/ASE Master Technician

DULLES AUTO CLINIC

(703) 481-6300

106 OAKGROVE RD., UNIT J. | STERLING, VA



PT Auto Experts

Your one stop shop for all your automotive needs

Tony Muller
OWNER

340 Mill Street NE
Vienna Va 22180
703-281-7506

ptautoexperts.com
ptautoexperts@aol.com

NVRG Car of the Month
Steve Pieper « 1940 Pick-up



FIRST CLASS MAIL

**Regional Group 96
Early Ford V-8 Club
Post Office Box 1195
Vienna, Virginia, 22183**