



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

# Value Clatter

*Early Ford V-8 Club of America*



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

Volume XLIII, No. 8, August 2021

Editors: Nick Arrington & Stephanie Beavers



July Membership Meeting

## ICE CREAM SOCIAL



*By Milford Sprecher*



Outside of old cars and our families, there is little that can bring a car club together like the promise of ice cream. The first in-person meeting of the NVRG on July 20 was an ice cream social at a pavilion at Nottoway Park. Hosts were Dave and Sarah Gunnarson, who delivered in a spectacular manner with three flavors of Breyer's ice cream and more fixings than one could consume. Other snacks were also offered and small rollup sandwiches for those who needed additional sustenance with their ice cream. The tables were also decorated with small vases of daisies, so it was a memorable occasion.

# *Up Front with the President*

## *August 2021*



### President's Message August 2021

The NVRG Ice Cream Social event on Tuesday, July 20, was a great success with a couple dozen NVRGers attending. It was an uplifting experience to mingle and converse extensively face-to-face for the first time in over a year. The Gunnarsons put on an extravaganza of yummy treats and refreshments to suit all tastes. Thanks to Dave and Sarah.

With the somewhat lower temperatures lately, it might be a good time to get the V-8 out on the road. Take a short solo run or organize a flash tour with a couple of other V-8ers. Our traditional overnight tour to the drive-in movie and car show in Stephens City, VA, is planned for September. This event always draws a good number of V-8s. So, a little shakedown run or two might be good preparation.

Fresh topics and new ideas for the featured presentations are essential for making our monthly meetings interesting and informative. A focused program topic might even directly relate to solving an ongoing restoration problem or operating issue you are experiencing. If you have a suggestion for a program at our monthly meetings, please let Dave Gunnarson know.

Our next virtual membership meeting will be on Tuesday, August 10, at 7:30 PM via Zoom. James Kolody will review the tearing down, cleaning, inspecting, and rebuilding of a flathead engine. Perhaps James has found a way to avoid some of the usual knuckle-busting, vocabulary-expanding frustrations in such a project.

I look forward to seeing you on-screen.

Best V-8 wishes,

*John*

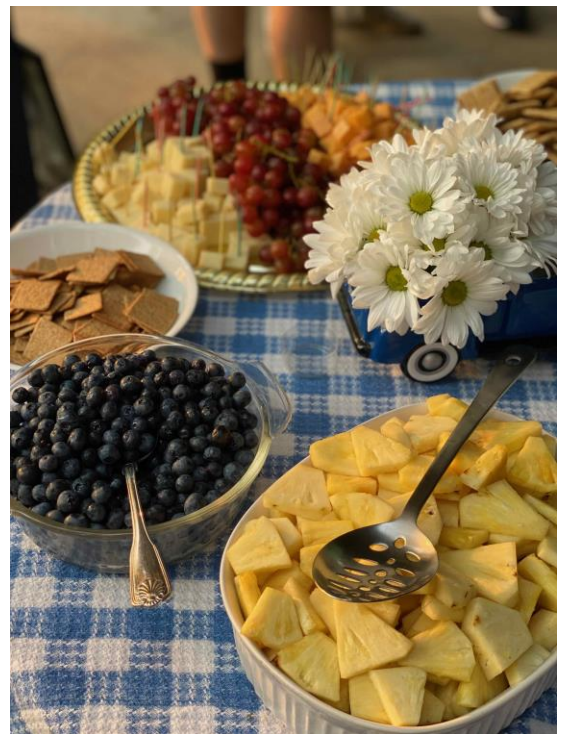
**zoom**  
Membership Meeting  
Tuesday, August 10, 7:30 PM

2021 NVRG Officers and Terms	2021 Directors and Terms	Committee Members
President – <a href="#">John Ryan</a> (2021 & 22)	Membership – <a href="#">Gay Harrington</a> (2020 & 21)	Fairfax Show – <a href="#">Dave Westrate</a>
Vice President – <a href="#">Cliff Green</a> (2020 & 21)	Programs, Refreshments – <a href="#">Dave Gunnarson</a> (2021 & 22)	Tours Chair – <a href="#">Hank Dubois</a>
Secretary – <a href="#">Nick Arrington</a> (2021 & 22)	Webmaster – <a href="#">Ken Burns</a> (2020 & 21)	Property – <a href="#">David Skiles</a>
Treasurer – <a href="#">Bill Simons</a> (2020 & 21)	Sunshine – <a href="#">Keith Randall</a> (2021 & 22)	At-large – <a href="#">Jim LaBaugh</a>

**Ice cream, cont'd.**

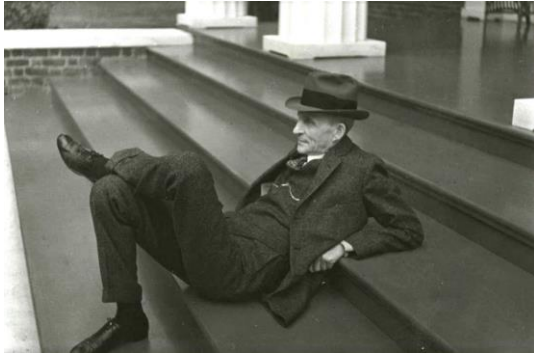
The social was kicked off by President Ryan, who reflected on the last year with some solemnity. A prayer was offered by Hank Dubois, so we could give thanks for the opportunity to get together again.

Twenty-five members and spouses attended. The Gunnarson's had prepared ample toppings, to include strawberries, blueberries, pineapple, and a variety of sauces and whipped cream and cherries on top, were you so inclined. A great evening to get together and kick off in-person activities again.



**Henry Ford at Richmond Hill – Part 2**

*Presented by Dave Gunnarson / Reviewed by Dave Westrate*



“Henry Ford at Richmond Hill” was researched and put together as a Zoom presentation by David Gunnarson at the NVRG’s June 2021 membership meeting. In the July Valve Clatter, we reviewed the presentation and, in Part One, told the story of Henry and Clara Ford in the years prior to their purchase of thousands of acres of land in south Georgia that became known as Richmond Hill. As we left the story, the Fords had built a beautiful mansion and a sawmill which produced lumber for further development. Henry’s vision was a fully functional productive community. This month, we present Part 2 of the story.

After the sawmill, the next project was to build a plantation office for supervisors and employee management. Employee badges were issued which are very collectible today.



The Plantation Office housed offices for the supervisor, payroll clerk, and accountant



Ford Richmond Hill Plantation worker badge

They built a fire house and gas station and a garage for vehicle maintenance with a dozen mechanics.



Proud Ford Plantation Fire House Employees show off the with 1937 Ford Fire Truck and 1934 Ford Ambulance



A 1946 (?) Ford Woodie filling up at the Plantation Gas Station



Ford Plantation office garage servicing a 1941 Ford school bus

Ford liked a good haircut and went to the 29-year-old barber in town who charged 35 cents for a cut. Ford left him an envelope which the barber found contain \$10 when he got home. Ford built him a new shop, charged no rent, and bought him new razors and a mirror. Ford also picked out a top-of-the-line barber chair for \$160 in Savannah, Georgia, and sent the barber there to approve it. Ford liked his haircuts!



Ford hired Bailey Carpenter to be his barber



Ford built the little barber shop, now located at the Richmond Hill Museum

Because they needed workers, and the workers and their families needed places to live, Ford built 250 houses and charged no rent. No rent was declared illegal by IRS, so each family was charged \$15 per month and workers given a \$15 pay raise.



The "Bottom" Village

The people needed food, so they built a commissary for food and added a bakery and ice cream shop called the Sweet Shop. Today the Sweet Shop is the home of the Richmond Hill Historical Society.



The Ford commissary built to service employees and local community

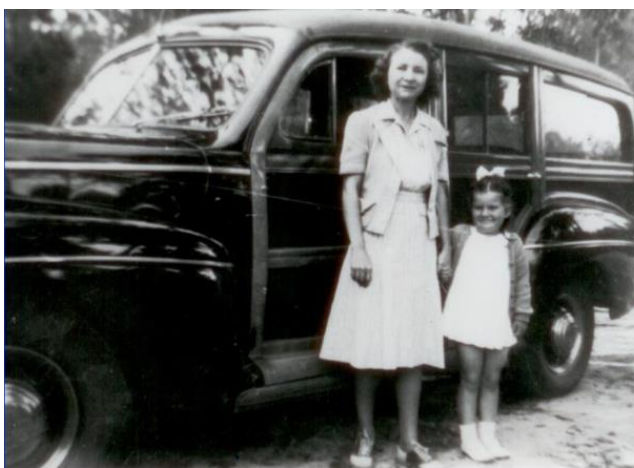


The Ford commissary interior

The employees were having children, so there was a need for a school. In 1940, they built a kindergarten building for children aged three to six, which was free to them all. Ford hired Dr. Margaret Mustin to run the school. He paid her 50% more than the going wage for teachers and provided all the supplies she needed. On school days, she picked up and returned the children to their homes in a 1941 Super Deluxe Woodie Station wagon. Ford also provided summer jobs for the teachers so they had a year-round income.



**Ford's kindergarten**



**Dr. Mustin and a student**

This kindergarten now serves as a museum for the Richmond Hill Historical Society. The barber chair is now in that building.

In 1940, Ford also honored his African-American colleague George Washington Carver by building a new school for the black children and naming the school in his name. Prior to this, black children in the county were educated in a variety of one-room school houses with no electricity, heat, or water, and the children, at best, achieved a 5<sup>th</sup>-grade education.



**George Washington Carver and Henry Ford**

At first, the school covered grades 1 to 6 but, each year, Ford added another room and another teacher, until it covered grades 1 through 12. He paid for the teachers, all supplies, equipment, and everything else needed to operate the school, and students attended at no cost to them.



**George Washington Carver School**

In March 1940, the George Washington Carver school was dedicated and Ford was given credit.



**George Washington Carver and Henry and Clara Ford at the school's dedication in March 1940**

The George Washington Carver school was a first-rate facility with electricity and all books and materials provided free. School buses were provided and the children lined up by age, with the youngest boarding first. Many of these black students went on to college.



**Students lined up for a ride on a George Washington Carver school bus provided by Henry Ford**

Ford built a trade school next to the Carver school and also one beside the Richmond Hill Consolidated School. Young people learned woodworking, metalworking, industrial arts, home economics – all with free food and expenses all paid.



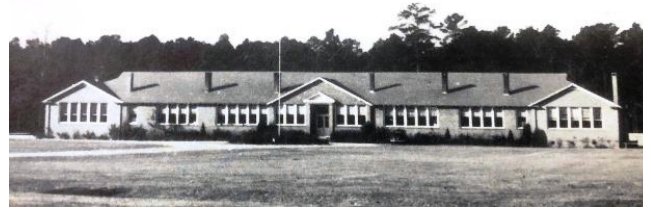
**Inside the trade school at the Carver School**

A “teachorage” was added for free housing for teachers at both the Consolidated School and the George Washington Carver School.



**One of the two teacherage buildings**

The larger Consolidated Richmond Hill School was not forgotten, as Ford added two wings on either side of the building for chemistry and physics. It had a 300-seat auditorium which could project movies, which was very unusual at the time. There was a large lunchroom in which the boys were required to pull out the chairs for the girls.



**Richmond Hill Consolidated School (ca. 1940) with Ford-constructed wing additions**



**Richmond Hill Consolidated School auditorium**



**Richmond Hill Consolidated School lunch room**

There also was a free high-school-level trade school that included a print shop. The kids could work at the shop in the summer for 12½ cents/hour.



**Richmond Hill Consolidated School Industrial Arts and Trade Building interior**

What else did this town need? How about a community center. Girls lived there a week at a time and learned how to cook. They had an electric oven. The upstairs was a dance hall where everyone learned to dance and they did so daily when Ford was in town. His orchestra played there and Ford also added an outside common area called the green.



**Community House**



**Community House Kitchen**

Ford also added a courthouse and a chapel, which was named after Ford's mother and his mother-in-law, Martha and Mary, respectively. All students were required to attend a 30-minute service every day. Today the building still functions as Saint Anne's Catholic Church.



**Martha-Mary Chapel**

At the time, malaria was a big problem. Ford hired a doctor and 21 nurses and built a clinic. The staff provided a free antimalaria drug to the population and also tested for hookworm. They wiped out malaria.



**Ford Plantation Medical Health Clinic**



The most successful crop in the reclaimed rice fields was iceberg lettuce. Iceberg was very popular on the East Coast of the United States. Ford had 2000 acres producing lettuce. They had 45 trucks in service and had to build a processing facility and ice house to make it all work.



Lettuce fields



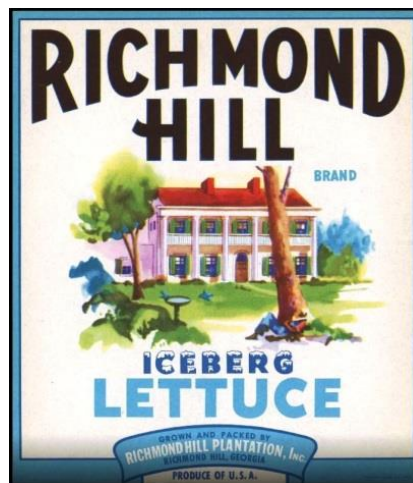
Lettuce fields



Lettuce being harvested



Lettuce being unloaded at the packing plant



Original lettuce label



Richmond Hill Plantation ice plant

Prior to Henry Ford's arrival, the Richmond Hill properties were a favorite deer hunting venue for rich landowners. The game was still abundant in the Ford era and it annoyed Ford that poachers killed deer on his property. He hired four officers to patrol at night; they became known as the Woods Riders. The officers were deputized by the county and also worked to bust illegal moonshine stills. Ford even provided them a woodie station wagon to do their work.



**Original Woods Riders ready for a patrol**

Henry Ford loved smoked oysters and he once wanted to serve them at a party in a week's time. His staff built an oyster smokehouse near the Richmond Hill house from scratch in three days' time to accommodate his wishes. The locally grown oysters were available at other times at the commissary.



**Oyster shucking house on the Kilkenny River**

Over 25 years, Ford built his fully functioning town from nothing and had over 800 employees. NVRG meeting presenter David Gunnarson noted in the aerial photograph below most of the facilities that we have described which still exist. Ford died in 1947 and the lumber mill burned down in 1950.



**Rarely photographed together, Clara and Henry Ford pose in front of the Richmond Hill mansion**

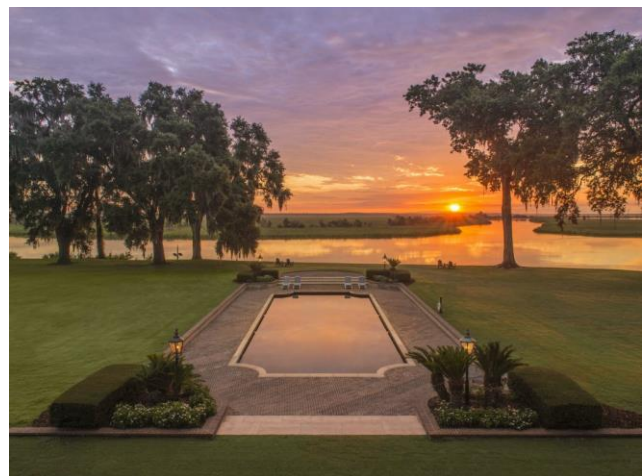


**Final move-out day after Clara Ford died**



**Ford's Accomplishments in Richmond Hill**

- Provided employment: 800 employees on the payroll
  - Road maintenance crews
  - Carpenter crews
  - Painters
  - Electricians
  - Floor finishing department
  - Clinic nurses
  - School teacher salary supplemental pay
  - Saw mill operations (200)
  - Garage mechanics (10-12)
- Eliminated malaria and hook worm diseases
- Improved health opportunities (medical clinic with nurses)
- Fostered education (kindergarten, grade school)
- Provided vocational training opportunities
- Provided community services
- Built a fire station
- Built a gas station
- Built 235 homes for workers
- Built a community center and municipal building
- Built a church
- Provided jobs (lumber, lettuce farming, etc.)



**View of the Great Ogeechee River from Richmond Hill Plantation House**

We thank David Gunnarson for all of his efforts to tell us the most interesting story. Ford assembled all of the components a community needs to function and thrive.

## EVERYONE LOVES A PARADE

### Fairfax City Independence Day Parade, July 3, 2021

By Clem Clement

Saturday morning, we met at Benny Leonard's home for the short trip to the assembly area for the Fairfax City July 4<sup>th</sup> parade taking place on July 3<sup>rd</sup>. Participants were Benny and Sharon in their '30 Model A coupe; Sharon and James Kolody in their '31 Coupe; Keith Randall in his '36 roadster; and Clem Clement with neighbors Chris Elenbaum, wife Julie, and son Hayden in Clem's '30 Model A cabriolet, Smokey.



Benny, James, and Clem, and their cars



Clem (L.) and Chris (R.) in Smokey – note PPP (Possible Pink Piglet)

Rande Young joined in on time – just as we were rolling off.



Rande's car

Sweet day. Cool, clear, and perfect. We were supposed to be in Section 4; however, it was blocked so we took over other spaces. No biggie. All folks were so cheerful and delighted to be out and about after the long pandemic hiatus. Others in our section included two colorfully dressed walking groups, A Ford electric F-150 Pickup hauling one of several trailers, a Prowler club of 10+ cars, and more.

Right at 10 o'clock, a formation of bi-wing aircraft graced us with passes. Two streamed white smoke. The groups were charged up by this demonstration. We gathered in line and then passed the start point about 10:20 AM to an ever-growing crowd and we cruised the downtown streets of Fairfax City. My "ahooga" horn was drawing 8+ amps of almost-steady power. I also had two sick rubber chickens and an antique rubber-squeeze-ball-operated brass curly Q horn. Operated by all aboard Smokey. What a racket! The non-silent crowd erupted even more as the old cars rumbled by. Three different families recognized the Elenbaum family: one of which Chris thought was in California. Stunifications all around. (That is what America does!!). Smokey did herself proud with the task of hosting a full house of revelers. She had to put up with (endure) 24.5 missed shifts, 4438 yahoos, 8894 flag-wavings, and 6 slipped-clutch maneuvers by her ancient driver. Did I mention 234235 squeals from a lonely pink piglet?? Chris and family contributed significantly to the joyous celebratory hi-decibel clatter. Photos are by the Elenbaum family.



Ya think Hayden caught parade fever??

Smokey, on the way home, shed a part on the highway. The non-parade participant behind us jumped outta his car and picked up and returned the part to us. No harm done.

All too soon the parade was over. Benny, James, and Rande headed off to the nearby American Legion Hall for some lunch. My crew headed home for a long summer's nap, in my case.

Good times for all.

### A CHANCE ENCOUNTER

#### East Coast Flathead Ford Racing Association

By Nick Arrington

My oldest son, Jesse, who resides in Bedford, VA, is involved with stock car racing and drives an entry in the Charger Class at his home track of Franklin County, VA. Naturally I head down on weekends when he is racing. On Saturday, July 23, Franklin County Speedway also hosted the East Coast Flathead Ford Racing Association. I snuck in the pit area

to see if I could interview a team member about the association and the sport. I was lucky enough to meet Jimmy Johnson from the Winston-Salem, NC, area and he was gracious enough to show me around the pit area. Jimmy, who is 81 years old and still racing with the No. 99 car, has won 115 Association races and 11 Championships, along with 39 wins at Bowman Gray Stadium. He explained that the core membership of the Association is made up of people from NC and VA, with the majority of events featured in those two states.



Pit area full of flathead Fords

You must be at least 40 years old to drive. It was an older crowd, but don't let the age fool you. These guys were squeezing every HP out of these rigs and really racing! These cars were not trailer queens. The majority of the cars are running 8BA motors and rules state that a single No. 94 carb is required. Jimmy pointed to the manifold and carb setup on his car and kind of winked at me. He then pointed to the rest of the motor and said, "You can do anything you want from there below," and he pointed toward the manifold.

Permitted body styles include anything from 1932 through 1948. No "shoebox" body styles. Jimmy explained that you still have to run a "side to side" spring or "buggy" spring front and rear. Most drivers were running a Ford 9 in rear or a quick-change rear setup with 3-speed transmission. Many have adapted 49-53 gearboxes to floor shift configuration.

**Frankie to the Rescue!**

*By Cliff Green*

Jim McDaniel's police car had some issues. Mason, his son, inherited the famous machine and intends to move it to NC. However, it would not start. Bill Simons and Keith Randall worked on it previously and got it going, but the beast quit and had to be towed home when on a test drive!

At the Ice Cream Social, Keith mentioned the problem to Frankie Martin (another '51 owner), who volunteered to help. Green and Randall met with Frankie at McDaniel's in Springfield to investigate the problem. Upon removal of the distributor cap, the shoebox guru immediately discovered the problem – the hot wire was shorting out against the plate!

The hot wire from the coil goes through the side of the distributor (another source of problems, as the insulating gasket wears out and shorts), snakes under the distributor plate (see diagram), and is attached to the post along with the wire from the condenser and the metal tab of the points. The hot wire was chafing from the movement of the plate during the rotation caused by the advance because it was not routed correctly. So, after insertion of new points and condenser, the car started right up!

Char McDaniel was delighted that one more headache was resolved, as she was in the final stages of moving!

This is what the club is all about – having help available to find solutions. And talk about big time help – Keith Randall has volunteered to trailer the police car to NC!!



**Hood up on Jimmy's car showing quick change rear**

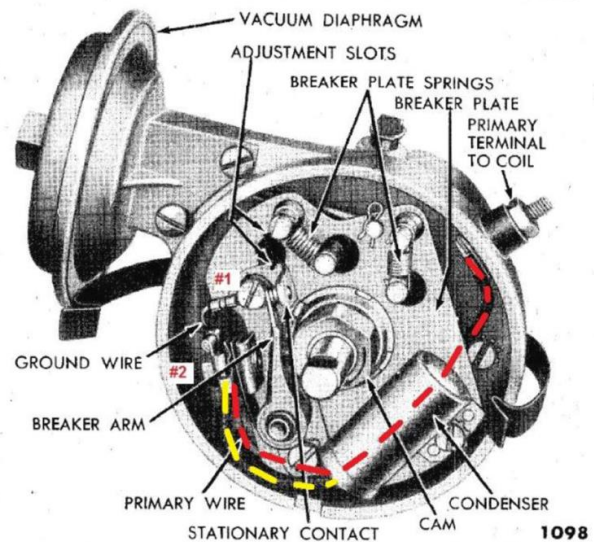
Jimmy's '37 Flatback Sedan car was an original rig from the '40s and featured an arrangement known as a "back seat driver" position, which was made popular in the '40s and placed the driver somewhat further in the back of the car.

The weight limit of the cars is 2800 lbs. Many of the drivers have modified Ford Contour power steering units to fit on their units. Eight cars showed up that evening and members told me they have about 12 members with track-ready cars. The race went on as scheduled; however, Jimmy's car appeared to have some sort of rear-end problem and he pulled into the pits at about the halfway mark.

I thanked all the members – especially Jimmy – who took time to show me around the pit area and explain the workings of the club. At 81 years young, I think Jimmy Johnson found the fountain of youth in flathead Ford Racing.



**81-year-old Jimmy Johnson standing next to his '37**





**NOTE:** The “Automart” is maintained and updated by NVRG member Nick Arrington. If you have a submission, update, or correction, please contact Nick at [nta1153@verizon.net](mailto:nta1153@verizon.net). To be included in the upcoming issue, ads need to be submitted by the 18<sup>th</sup> of each month. **\*\*WANT AD GUIDELINES\*\***: Ads expire after running six months. The expiration date (the issue in which the ad last runs) is listed at the end of each ad. Expiring ads may be extended another six months at the request of the ad submitter.

## VEHICLES FOR SALE

**Simplicity Lawn Tractor:** \$250; Model 4211 H with a Hydrostatic Transmission (no shifting of gears). Well maintained, in very good condition, hasn't had much use. Comes with rear grass catcher, maintenance records, all manuals. This is a higher-end, American-made lawn tractor manufactured by a company that has been in business for many years and still is. Assistance with delivery is possible. Contact **Keith Randall**: call 703-862-2405 or [mtvernonhouse4you@gmail.com](mailto:mtvernonhouse4you@gmail.com). (exp. 01/22)



**1923 Ford Model-T Huckster:** Parting out collection; museum-quality condition; asking \$17,000, email **Jim Chesley** at [jcchesley@aol.com](mailto:jcchesley@aol.com). (exp. 07/21)



## PARTS & ACCESSORIES FOR SALE

**1934–36 Accessory Greyhound hood ornament.** I believe this to be the Ford Authorized Greyhound Accessory Radiator cap made by Stant Mfg. Very

good condition overall. Has been in storage for many decades. This is not the Ford unit with the dog's tail that stands out on it's own but is much nicer than the other units made in that era. Accepting reasonable offer. Call **Gary** in Harrisonburg at 540-867-9459. (exp. 12/21)



**Six-piece display hand tools:** Assembled and authenticated to be correct for your month/year Early V-8. **Dave Henderson**, 703-938-8954. (exp. 11/21)



**1936 Ford parts:** All original. Two headlight assemblies @ \$100/ea.; two hubcaps @ \$50/ea.; one rim @ \$40; two horns @ \$50; engine and transmission @ \$450. **Jerome Gray**, [jerryanddong1@gmail.com](mailto:jerryanddong1@gmail.com) (exp. 11/21)



**Folding bail-foot tire pump:** As discussed in the '35-'36 Ford Book. \$65. **Dave Henderson**, 703-938-8954. (exp. 11/21)



**Electric wall or ceiling mount heater:** 240-V, 17,000 BTU. Has been in storage 20 years. Needs a cover plate for the thermostat control. \$30. Money back guarantee if it does not work. Email **Russell Brown** at [dogbanner@gmail.com](mailto:dogbanner@gmail.com). (exp. 09/21)

**EMERSON-CHROMALOX**  
**Installation Instructions**  
 and  
**RENEWAL PARTS IDENTIFICATION**

**SERVICE REFERENCE**

DIV.	SEC.	NUMBER
HEAT	REFRIG.	MUHADDE
DATE	May, 1960	5206 0722 002

**MODULAR UNIT HEATERS**  
 CATALOG NUMBERS\* LISTED BELOW

\*Suffix "M" added after the basic Catalog Number indicates that the Unit Heater is "made-to-order".  
 \*\* Available with line voltage contactor  
 † Available with built-in thermostat.  
 ‡ Available with built-in thermostat.  
 Cat. No. MUH-05-2-MC  
 Cat. No. MUH-05-4-MC  
 Cat. No. MUH-05-2-T

**HORIZONTAL MOUNTING**

**VERTICAL MOUNTING**

Table 1. Specifications

Basic Cat. No.	Voltage (V)	Wattage (KW)	Phase (φ)	Amperage	B.T.U.	Height	Width	Depth	Mounting Weight (Lbs.)
MUH-03-B	208	2	1	14.5	10,230				27
MUH-03-2	208/240	2.2/3	1	10.8/12.5	10,060/10,230				27
MUH-03-4	208	4	1	18.5	10,230				27



**Model A Ford Wheel Rims and Misc. Parts:** I have about 25 Model A rims, some in good shape, some with rust. \$25 each. Also have lots of misc. Model A parts. Call with your want-list. **Benny Leonard**, cell: 703-863-814. (exp. 09/21)





**Cabin Fever Sale:** NOS running board 1939-'40 right side, \$495; 1949 Mercury chassis with engine & OD trans, \$495; 1953 Merc engine, complete with auto trans, \$995; 1941 NOS front fenders (top) – pair, \$495; 1938 NOS fender right front for standard, \$225; 1938 radiator (nice, no leaks), \$195; many 1935-36 parts. Trades considered for Ford V-8, '60s MoPar, Nash Metropolitan. **Jim Crawford** 301-752-0955. (exp. 08/21)



**1949 Ford Truck Radiator:** 6-cyl., \$85. **Ray Lambert**, 703-595-9834. (exp. 07/21)



**Misc. Workshop Items:** Two steel auto ramps, \$20; Creeper roller seat, \$10. **Keith Randall**, 703-913-5655 or [mtvernonhouse4you@gmail.com](mailto:mtvernonhouse4you@gmail.com). (exp. 07/21)



**Flowmaster Mufflers:** Two Flowmaster 40 series mufflers (offset/offset oval 2.5"), \$20. **Keith Randall**, [mtvernonhouse4you@gmail.com](mailto:mtvernonhouse4you@gmail.com) or 703-913-5655. (exp. 07/21)



## **PARTS & ACCESSORIES FREE**

**Three 17" Split-Rim 8-Lug Wheels Free:** Fits 1948-52 Ford F-2/F-3 trucks. **Ray Lambert**, 703-595-9834. (exp. 07/21)



**Head Gasket for 8BA Engine Free:** Left head gasket (only have the one) for an 8BA engine. Still sealed in shipping package, says it fits '49-'53 Ford and Mercury cars and '48-'53 trucks. **Char McDaniel**, [charmcdaniel@gmail.com](mailto:charmcdaniel@gmail.com). (exp. 07/21)

## **August NVRG Membership Meeting**

Date: August 10, 2021 / Time: 7:30 PM

Zoom Link:

<https://us02web.zoom.us/j/82885192081?pwd=WGVDM2dQeGRxN0VlZGtGazErndnZKdz09>

Meeting ID: 828 8519 2081 / Passcode: 480979  
Phone: 301-715-8592



At this month's meeting, James Kolody will be providing a review of the process and progress of tearing down, cleaning, inspecting, and rebuilding a flathead engine. He will be broadcasting from his shop and take us through the steps of the process of a flathead engine rebuild. James has always provided very informative and interesting talks, so this should be no exception. Hope to see you on line.

FYI – Still no word from Fairfax County on when we will be able to resume using Hunter House for meetings. I'm hoping soon, but it's out of our hands.




Dave Gunnarson



# NVRG 2021 Calendar



August	
10	<b>Virtual Membership Meeting</b> – 7:30 PM – Via Zoom. Program: Flathead Engine Teardown. Presenter: James Kolody.
11	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
18	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators.
31	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.
September	
8	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
14	<b>Membership Meeting</b> – 7:30 PM. Program: The 1932 Ford. Presenter: John Ryan. Venue: TBD.
18	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators.
28	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.
October	
12	<b>Membership Meeting</b> – 7:30 PM. Program: Hershey Review by membership or Hershey Retrospective by Cliff Green. Venue: TBD.
13	<b>Caffeine Double Clutch Breakfast</b> – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a> or Clem Clement <a href="mailto:clem.clement@cox.net">clem.clement@cox.net</a>
18	<b>VC Submission Deadline</b> – For articles/photos/want/sell/calendar to content coordinators.
26	<b>NVRG Board of Directors Meeting</b> – 7:30 PM – Via Zoom. All are welcome to attend.

Save the Date!	
	 September (date TBD) – Movie Night  December 14 – Holiday Party

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	John Ryan	<a href="mailto:john@ryanweb.com">john@ryanweb.com</a>
Monthly Meeting Report	Dave Gunnarson	<a href="mailto:gunnarson@verizon.net">gunnarson@verizon.net</a>
Tour Report	Hank DuBois	<a href="mailto:handcdubois@verizon.net">handcdubois@verizon.net</a>
Event Calendar	Bill Simons	<a href="mailto:bsimons@rustinsuranc.com">bsimons@rustinsuranc.com</a>
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