



Northern Virginia Regional Group

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Valve Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
Chartered December 11, 1977

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Editors: Nick Arrington & Stephanie Beavers

June Membership Meeting: Eastern National Meet Reviews

By Susan Skiles, with photos from Bill Simons and Leo Cummings



Friday of Memorial Day weekend 2022 saw some of 96 heading for the Eastern National meet in Franklin, TN. Led by Bill Simons in the '49 Woodie, Leo and Kathy Cummings in a '66 Bonneville, along with Dave and Susan Skiles in a modern Ford we began our 3-day journey. The day started with beautiful sunny skies, but by the time we got to the northern outskirts of Charlottesville we were in heavy rain. And, boy, did it rain! (Bill was thankful for his electric windshield wipers.) Keith and Susan Randall opted to meet us in Knoxville due to the weather forecast, as they were trailering their '38 Fordor. The rain finally stopped south of C'ville. The lunch stop was in Lynchburg, and then through Roanoke to the overnight stop in Salem. The first of many good dinners was had at Angelle's – a southern diner. If you go, try the meatloaf.



Up Front with the President

July 2022



President's Message July 2022

The Father's Day meet at Sully was very well attended – over 300 cars! Not terribly surprising, given the pent-up demand and perfect weather which drew out a large number of same-day registrations. A large group of Early Ford V-8s and NVRG members attended. It was a great opportunity to get together – especially since our own Fairfax City show had been canceled in May.

I mentioned in the last two VC issues that your Board of Directors is planning for an eventual return to in-person membership meetings. Well, to be frank, we've cooled considerably on the idea. Our change of mind is partly due to the significant number of COVID-19 infections which occurred at the Eastern National Meet in Tennessee. This situation alerted us to the continuing presence of COVID and the likelihood that it would not disappear soon. The health and safety of our members is paramount and we want to proceed cautiously. Hopefully, we'll be able to start in-person meetings later this year.

The next monthly membership meeting will partly make up for the lack of regular in-person, indoor meetings. We will meet in person for our traditional Ice Cream Social at Nottoway Park – OUTSIDE in one of the covered shelters from 5 PM to 8 PM. Scheduling constraints require us to have it on WEDNESDAY (July 13). Yes, that's right, it's on Wednesday, not Tuesday! For more detail, see the notice in this issue.

In July, I will be visiting the land of my ancestors – Ireland – and will not be able to attend the ice cream social. While you all are enjoying V-8 fellowship and delicious ice cream, I'll have to console myself with an Irish beer – a stout or maybe a dry Irish red – in the company of complete strangers in an Irish pub. Erin go Bragh!

Best V-8 regards,

John

**July Membership Meeting –
Ice Cream Social
Wednesday, July 13
5 PM – 8 PM**

(see details page 31)

2022 NVRG Officers and Terms	2022 Directors and Terms	Committee Members
President – John Ryan (2021 & 22)	Membership – Gay Harrington (2022 & 23)	Fairfax Show – Dave Westrate
Vice President – Cliff Green (2022 & 23)	Programs, Refreshments – Dave Gunnarson (2021 & 22)	Tours Chair – Hank Dubois
Secretary – Nick Arrington (2021 & 22)	Webmaster – Ken Burns (2022 & 23)	Property – David Skiles
Treasurer – Bill Simons (2022 & 23)	Sunshine – Keith Randall (2021 & 22)	At-large – Jim LaBaugh
	Past President – Joe Freund (2021 & 22)	



View from the rear car

Saturday found us on I-81 heading toward Knoxville, TN, and in the holiday traffic. We stopped for lunch in Bristol, VA /Bristol, TN. One side of the main street downtown is in VA and the other side is in TN. We were now in country music territory and had lunch outside accompanied by a country singer that some of us thought was questionable. On Kathy and Leo's suggestion, we wandered into the Birthplace of Country Music Museum. The museum "celebrates the 1927 Bristol Sessions, which recorded some of the earliest country music" including the Carter family and Jimmy Rogers. There were several exhibits highlighting the evolving technology of music recordings. On our way out, we discovered a country music jam session happening on the first floor. While we would have liked to listen a bit longer, we had several more hours to travel to our night's stop. Back on I-81 and I-40 and into Knoxville where the Randalls joined our merry group. The Skiles met up with friends while everyone went out to dinner.



Main Street Bristol



Street art in Bristol

After breakfast (more food!), we headed out. The Randalls located a spot for lunch and we followed them for several miles over one lane and gravel roads through the beautiful TN countryside, wondering where the Sam Hill we were going. Lunch was at the Depot Junction Café in Watertown – a cute town with a center square and population of about 1,900, according to our waitress. Typical of small towns, the lifelong resident waitress said everyone knows everyone's business.



Depot Junction Café

After another few hours on the highway, we made it into the host hotel in Franklin, TN. Frank Miller from Auburn, MA, joined our little group. After a little downtime, it was time for another meal. Kathy had seen a recommendation for a place in Franklin that was supposed to have good meatloaf, so off we went. Unfortunately, that restaurant said an hour wait for a table. Forgetting that it was a holiday weekend, we thought we could easily find a table for 8. After being rejected by several restaurants, we went into Taziki's and were told they were closed and out of food, but we could have all the food they had left – for FREE! The manager packed up the leftover chicken, rice, chocolate chip cookies, plates, and utensils. It was a lovely gesture. By this time, more than an hour had passed and we could've had tables. We took our picnic and headed back to the hotel where we shared our meal on the patio.



Watertown Square

On Monday we stayed local and had a great tour of the Lotz house and walked the civil war battlefield in Franklin. German immigrant Lotz was master carpenter and built the house himself. The house was in the middle of the November 1864 battle. There was no decisive winner of the battle, although the North was said to have won, as they lost fewer soldiers.

Tuesday, joined by Bill Potter and Patricia Smith, we cabbied into downtown Nashville – a trip arranged by Bill. First stop was the Country Music Hall of Fame. Bill found a wall with a Henry Ford connection to country music. It turns out that Henry Ford and his wife, Clara, loved country fiddlers, especially Uncle Jimmy Thompson. Thompson was the first performer on the Grand Ole Opry radio show on November 28, 1925. The museum has lots of stories about the music stars with music playing in the backgrounds. There are also lots of cowboy boots and rhinestone dresses and jackets. And 2 cars: one owned by Elvis and one owned by Webb Pierce that was outfitted with pistols and a miniature saddle as the console. Something for everyone.



Lunch in Watertown



Country Music Hall of Fame



Webb Pierce's tricked-out car (above) and saddle console (below)



Henry Ford with fiddler

We had lunch at "Honky Tonk Central" bar, where there are three open-air floors of food service accompanied by bands hoping to be discovered. Quite the place.



Honky Tonk lunch view



Ryman Auditorium



Our next stop was a self-guided tour of the Ryman Auditorium. The tabernacle building was constructed in 1892 with funds raised by Tom Ryman and was used as a house of worship. It was also leased for entertainment purposes. The Grand Ole Opry began at the Ryman as a radio broadcast. Several of the group had their pictures taken on the stage! By the time we got back to the hotel, Liz Simons had arrived, having flown in from DC.

The meet seminars took place on Wednesday. I heard many positive comments on the pin striping presentation. Several of the ladies took our books out to the patio and relaxed. Bill Potter and Patricia took a paddlewheel river cruise for their dinner.

Leo and Kathy Cummings fell ill on Wednesday. Happy to report that both are fully recovered and at home.

Thursday and Friday were more meet events – operational inspections, car washing, and judging. The Skiles took off to Lynchburg, TN, for a tour of the Jack Daniels distillery. Friday night most of our group bused into The Grand Ole Opry for a concert where the comedian got rave reviews. Saturday morning's driving tour took us to the amazing private automobile collection of Willis Johnson, owner of numerous salvage yards, on the former estate of Alan Jackson. Three buildings held over 400 beautifully restored vehicles in immaculate buildings. The property was magnificent.



Willis Johnson collection

We also toured the Lane Motor Museum, which holds 150 unique cars and motorcycles – the largest European collection in the US. There were some doozies.



The Lane Museum

During the awards ceremony Saturday night, John Ryan accepted the award for 45 years of NVRG #96. Club member Bill Simons received the Dearborn Medallion and Keith Randall received a Rouge award.

The Simons and Skiles headed for home on Sunday morning. The Randalls having headed for home on Saturday and the Cummings staying in Franklin a couple more days. The original plan was to spend two nights on the road, but that changed mid-day and we made a long drive to Salem, VA, on I-40 and I-81. If you haven't driven an antique car, or followed one, on I-81 you've missed a lot of very fast tractor-trailer traffic. Not fun. We made it safely home on Monday, June 6.

Looking forward to Dearborn in '23!

MORE ENM

By Bill Simons

The last Eastern National Meet was our own, held in Chantilly in June 2017, so the Nashville meet was the first ENM in 5 years. There was apparently a pent-up demand, as participants came from as far away as Colorado and Arizona. The location is actually in the Central Time Zone, so it was more accessible to central and western members.

As for our own NVRG attendees, we had 17. The Skiles, Randalls, Cummings, and Simons arrived on May 29 along with Frank Miller from Auburn, MA. Bill Potter and Patricia arrived on the 30th and van driver Gunnarson with Selley, Dubois, and Ryan arrived on the 31st. Tommy Harper and his son also arrived on the 31st.

Our club Zoom meeting was the first opportunity for all of the participants to get together, post meet, to relive our experiences with stories and pictures.

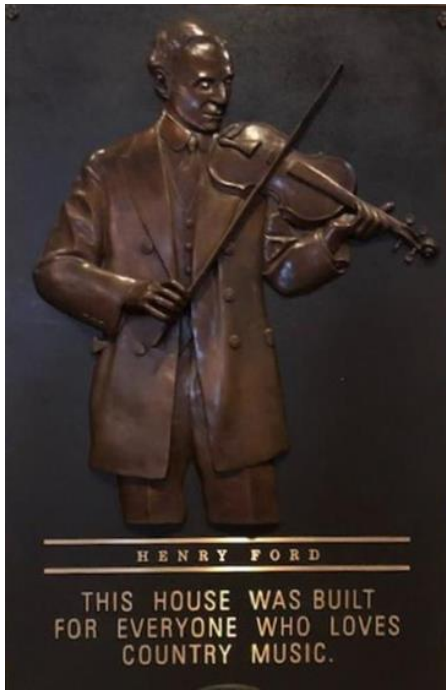
Unfortunately, the first part of the review was stories on how several of our members contracted COVID while at the meet. The rest of the meeting was a review of some of the pictures taken by our club members and the stories that went along with them.

One ENM-sponsored event was a tour to the Country Music Hall of Fame in downtown Nashville. Henry Ford was instrumental in promoting country music fiddle players in the early 1920s so there is a tribute to him as you enter the Country Music Hall of Fame in Nashville.

The pictures that follow are from our driving tour on Saturday where we visited the estate of billionaire Willis Johnson and his massive car collection, (not many Fords however). Mr. Johnson owns hundreds of salvage yards around the USA and in 11 foreign countries.

We next visited the Lane Motor Museum that displayed many limited production cars of unusual design.

And of course, there are pictures from the meet itself and our attending club members. Enjoy!



Most of the Willis Johnson collection of 400 cars were located in this very large garage building.



Some of the 40-60 EFV-8s on the tour



There was even a full-size diner in one corner!



Another garage held '30s and '40s cars



Inside the main garage



Yet another garage was devoted mainly to Corvettes



The Lane Motor Museum



A 1950 Martin Stationette, a 3-wheel Woodie



That's Bill Sully standing next to a LARC



Patricia and Bill Potter with John Ryan at the outdoor flea market



The very first three-wheel Davis from 1945



The museum even had three Tatras, this one from 1947



NVRGers relaxing outside the hotel during the early-bird reception



The NVRG attendees at the Welcome Reception



Tommy Harper and his son. They brought their family's 1935 sedan.



Concourse Day for the 1935-1936 vehicles



1932 Lincoln



Bill Simons drove to the meet



An original 4-cylinder Model BB dump truck

By Bill Potter

Our National Board of Directors does a stellar job selecting perfect locations that satisfy club criteria for our National Meets. Nashville was an excellent choice for a whole host of reasons. Patricia visited Nashville long ago but I never got there and were it not for this meet I probably never would. She was excited about the prospect of going back and since we had a whole week she suggested we visit several points of interest that weren't on the club list.

As most of you know, I'm "Picker Alumni" so our first stop in Nashville just had to be the American Picker's store in Marathon Village. While there were some for-sale items, it was basically a hole-in-the-wall where fans could purchase T-shirts and coffee mugs.



We worked up quite a thirst while exploring the impressive old Marathon automobile factory from 1914, so our next stop was Jimmy Buffett's Margaritaville, where we kicked back with a couple of cold ones. While in the historic district, we hit a few of the famous old honky-tonks on Broadway. Every bar had multiple bands and the vibe there was incredible.

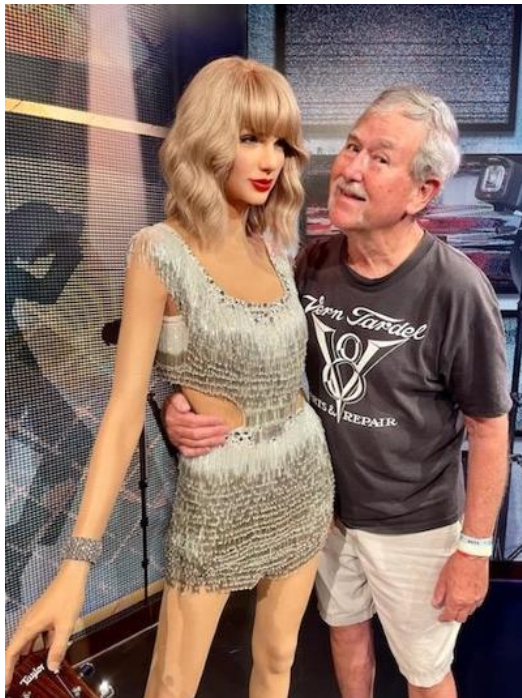
The next morning, ten of us rendezvoused in the Marriott lobby for the trip to Nashville for a double header: The Country Music Hall of Fame and a tour of the old Ryman Auditorium. This was an amazing day and I would like to thank Bill Simons for putting it all together.

After breakfast on Wednesday we returned to Nashville to tour the Gaylord Opryland Resort & Convention Center adjacent to the Grand Ole Opry. Patricia had to drag me across the parking lot kicking and screaming but once inside I was thankful she did. This is a world class, money-no-object resort designed for convention goers and tourists that like to be pampered (rooms start at \$400). The Gaylord is like a tropical wonderland under several acres of glass with waterfalls, fountains, and lush green foliage as far as the eye can see (we only got lost once).



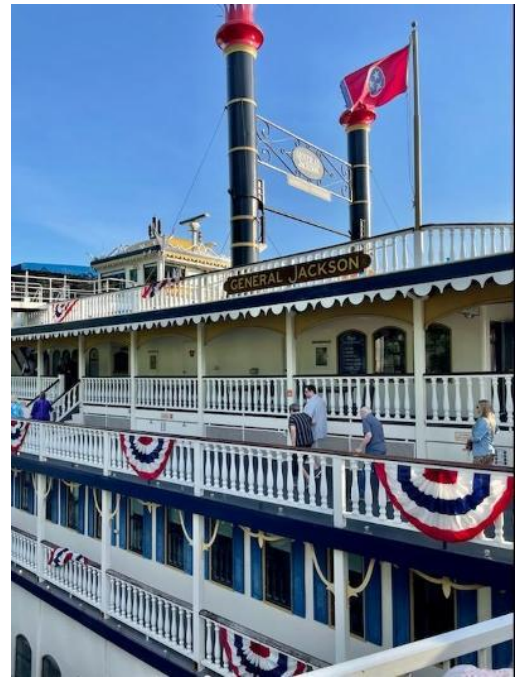


We had a little time to kill before our boat ride so we strolled through Madame Tussaud's wax museum, where 62 figures were well presented in stunning detail, all with an artistic flair. Past and present country music legends were all there.



Months ago, Patricia booked a dinner cruise aboard the General Jackson paddle wheeler which we found docked on the Cumberland River. After several hundred of us boarded, we set sail for downtown Nashville at twilight. An after-dinner show was also part of the package and this hour long performance was off the rail. A dozen young musicians, singers, and performers put on a dazzling show, much to the delight of the audience. My guess

is they were from Broadway because they were in perfect sync for the entire show – very professional. There's a lot of talent in Nashville.



A trip down south would not be complete without a plantation tour, so Thursday morning it was back to Nashville. We visited the Belle Meade Plantation which, at its peak, covered 5K acres. Our tour guide was a history major from Yale who knew every tiny detail and he made it all come alive. The list of famous people from politics and business that stayed here is an 'A' list of nineteenth-century America – the guest list would rival the White House list!

We had time before the welcome reception back at the Marriott to visit the lovely town of Franklin, TN. It was charming and beautiful, with abundant

Victorian architecture – everything was as neat as a pin. Franklin could be in the running for America’s best place to live.

We only scratched the surface of the Nashville area, which is growing by leaps and bounds. People are very patriotic here; several times during the week, veterans were asked to stand to a hearty round of applause. The people are also genuinely warm and friendly. There’s a pro-America vibe here and you can feel it everywhere.



I’m so glad that we visited the great state of Tennessee and we look forward to coming back.



SULLY 2022 – FOUR PERSPECTIVES

Articles submitted by four attendees at the June 19 Sully car show.

1) *By Dave Westrate*

The thing that Barbara and I enjoyed the most about Sully this year was seeing all of our club friends in person for the first time after a two-year absence because of COVID. It was lovely to spend some time with everybody and catch up. The weather was absolutely beautiful, which made the day even better. One thing I enjoyed very much was a tent with engine displays in the flea market area. There were two very old antique engines that were running as well as the flathead V-8 which runs on four cylinders. The opposite four are exposed as the head is taken off and you can watch how the pistons and valves function as the engine runs. I have been trying my best to explain to our grandchildren how an engine runs using the block we are assembling for the woodie project with limited success. Five of our grandchildren came to Sully and were able to watch that engine running and now I think they get it.

At the closing ceremony they told us that this was the 49th Sully car show, and next year will be the 50th anniversary. There were tons of beautiful cars as always. The staff was giving tours of the slave quarters at the plantation and I could not help but think that right across the street from the plantation was the Air and Space Museum with hardware from our moon shots. We have come a long way.

2) *By Cliff Green*

I remember the Flea Market at Sully taking up the whole field and it would take over an hour to peruse the merchandise. I would always find something of interest. This year, as a first time vendor, I anticipated a large field to attract customers – especially after a two-year COVID hiatus there would be a pent-up demand. It was not so. NVRG member Bruce Metcalf was the field general and noted that there were only 19 spots sold.

Benny Lenard was across the aisle. Ray Lambert was next to him and John and Shelly Sweet down a bit. The crowd was thin, but constant. Bill Selley helped me set up and break down. The weather was perfect with a breeze that threatened at times to blow the canopy down!

Being Father's Day, I was joined by my son and daughter, son-in-law, and three grandkids. Many NVRG members stopped by to say hello. I was very satisfied with sales and reduced my memorabilia and clock collection considerably.



3) *By Ken Burns*



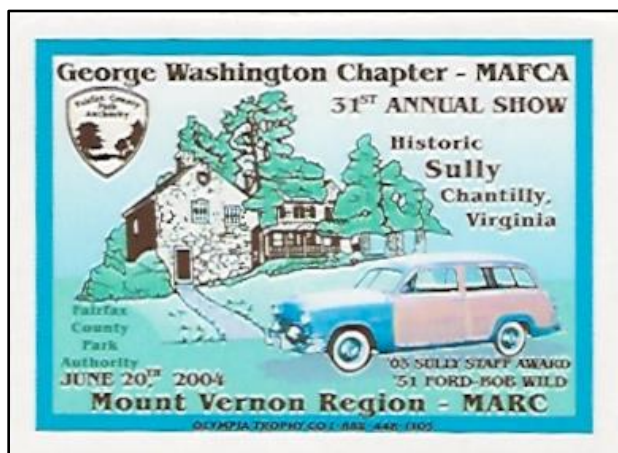
From the Model A website: Bill Simons ('49 Woodie) and Nelson Ford ('47 Woodie) arriving at Sully

4) *By Ken Burns*

Wild Sully Memories

Boy, it sure was great to go to the Model A Club's annual Father's Day show for the first time since 2019. I was initially going to report on the lengths one of our NVRG members went to just to get a car to the show, but then I thought about some shows in the past and those who would no longer be with us at Sully. Bob and Jane Wild came to mind.

As far as I know, Bob Wild is the only NVRG member to have one of his cars displayed on a Sully Car Show plaque. Actually, it really isn't a metal dash plaque in the traditional sense of the word but a flexible, vinyl, magnetic plaque.



How did Bob's '51 Woodie end up on the plaque, you ask? Well, Bob was a Woodie owner and had also been active in the Model A Club for years. For years the Woodies were just shown with the other cars in their respective class, Class 11 for example for my '41 Woodie. As more Woodies began showing up at Sully in the '90s, Bob lobbied for a new, non-judged class for Woodies of all makes. Since the class was fairly small, he secured a prime location by the kitchen out-building. The location was small and uneven but it was in the shade and just steps from where the NVRG usually clusters in the shade on flat ground under the majestic trees. Bob passed away in 2010 and his remains were inurned at Arlington National Cemetery.

Bob's wife, Jane, was his constant companion at NVRG events and the Sully show was no exception. If you were sitting with the NVRG group under the trees, you anticipated the arrival of Jane and her tin of delicious Snickerdoodle cookies; they were always the gastronomic highlight of the day. Jane attended the Sully show for a number of years after Bob's passing; either in Bob's '51 Woodie (now in the custody of Beth Wild McDonald and husband Ben) or with Hank and Cindy Dubois.

Jane passed away on October 11, 2019, but her memory lives on in her Snickerdoodle recipe.



Preheat oven to 375°

- 1 c margarine
- 1 1/3 c sugar
- 2 eggs
- 1 tsp vanilla
- 3 c flour
- 1 tsp each – baking soda, cream of tartar
- 1/4 tsp salt
- Cream margarine, sugar, eggs, and vanilla together
- Add flour, baking soda, cream of tartar, and salt
- Roll dough into 1" balls
- Roll balls in a mixture of 2 tsp cinnamon and 3 tbs sugar
- Bake for 12 minutes or until lightly browned
- Cool on baking sheet one minute before removing

Makes 4 1/2 dozen

Two days after the Sully show, Jane was laid to rest in Arlington National Cemetery. She and Bob had been married for 63 years. Helen and I attended the inurnment. Several other NVRG members had planned to attend but were unable to due to medical issues.

A LUCKY FIND

New Old Stock to the Rescue

By Dave Westrate

While assembling the block for the V-8 for the woodie project, I discovered that the crank shaft pulley had deep rust pits where the oil seal is supposed to go. Now what? I called around and discovered that new ones are not made any more. One vendor suggested that I call Mike at Third Gen Automotive In Tennessee, which I did. Mike said that he did not have new ones any more but would go check what he had. In moments he came back and said that he had a few used ones and one "New Old Stock" (NOS). NOS means parts that were made at the time your car was first built (in my case 1939) and never put on a car.

Mike apologized for what he was going to have to charge me for this NOS part and I told him to send it and considered myself very lucky. Mike also said that H&H still makes them but they are aluminum and cost \$100.00 more than he charged me for his original steel NOS part. When the pulley arrived a few days later, I found it to be in great shape, but it needed to be cleaned up after sitting on some parts shelf for 80 years. The fun part of all of this was the pulley was still in its original parts box, which were both in a shipping box. Needless to say, the original box added a lot to the claim that it was an NOS part. Now I am back in business on the engine assembly. The first two pictures are my pitted pulley I can't use, the next two are of the NOS pulley, and the last three are of the original box.





OTHER HAPPENINGS

Club member Nick Arrington has been out and about, taking in other events that are within an easy drive. Here he recounts three recent events he attended.

The [Eastern Museum of Motor Sports](#), headquartered in York Springs, PA, held their Vintage Racing Meet at Lincoln Speedway in Abbottstown, PA, on May 14. My son Jesse takes his Model T Speedster there and races in the T & A Model Class. In addition to racing, the event includes a nice car show, swap meet and, this year, featured a “Thrill Drivers” exhibition. The sponsors do not issue any trophies and reminds all participants that everyone wants to go to work the following Monday morning. Nevertheless, there was some very competitive racing in the latter model – more powerful classes. This is the second year I’ve attended the event with my son and, at approximately two hours striking distance from D.C., it is well worth the drive.



Jalopy '36 pickup at show



Jalopy '34 coupe



Jalopy Jesse at track



Jalopy Thrill Riders



Jalopy race car hauler and race car in show



Jalopy Thrill Rider Ford and Indian motorcycle



Jalopy roadster with flathead

Winchester AACA Meet – Rain date June 4

The longtime AACA meet was held on its rain date of June 4. I had the morning available and headed over early and stayed till noon. I saw Hammond Dyers gorgeous '40 Ford Convertible and had a long chat with him. Hammond worked for years at White Post Restoration as the Project Manager and supervised every aspect of the restoration process for customers' vehicles. He is a very accomplished machinist and well versed in all areas of automotive technology. So what do you do when you are not satisfied with the quality of power valves now available for our '94 carburetors? Well, if you are Hammond, you make your own. See the enclosed photo of one in his hand. Oh, to have the talent, patience, and machinery to complete a task

like that from drawing to finished product. Just a days' work for some guys like Hammond. There was also a killer '37 Ford Coupe with a '50s Cadillac motor still spinning a '39 Top Loader Transmission recently acquired from the original builder in the Winchester area. There was a nice sample of Flathead V-8s, including Shoebox models, a '35 Woody and a nice '41 Pickup.

The swap meet had some interesting items in it and the weather was nice all day. I had to leave around noon and really thought the show field looked a little "light," which may have been due to the rescheduled rain date. I remember when this show was one of the largest of the East Coast and drew a large Pre-War as well as Post-War entry field. Still a great show to attend and enjoy.



Winchester '37 Coupe, old school rod



Winchester AACA Swap Meet 2022



Winchester '41 Pickup hits the field



Winchester '37 Coupe with '50 Cadillac motor, built in 1959



Winchester Shoebox Fords on display



Winchester Hammond Dwyer's '40 Convertible



Mason Dixon '38 Ford Ute-style conversion

Mason Dixon Dragway-Races and Car Show

I traveled in more modern "iron" – a '68 Oldsmobile Cutlass – along with a buddy piloting a '68 Olds 442. There were lots of vintage machines on the drag strip and a reunion of sorts of long-time participants at this Boonsboro Maryland track. Sorry to say there were no flathead powered rigs; however, see the enclosed photos of several nice '40 Coupes and an unusual looking "Ute" sort-of vehicle, possibly evolving from a '37/'38 Ford with a short bed and tailgate. A lot of cutting and welding went into that rig.



Mason Dixon '40 Ford Racing Tribute Rod



Mason Dixon Vintage Drag Racing



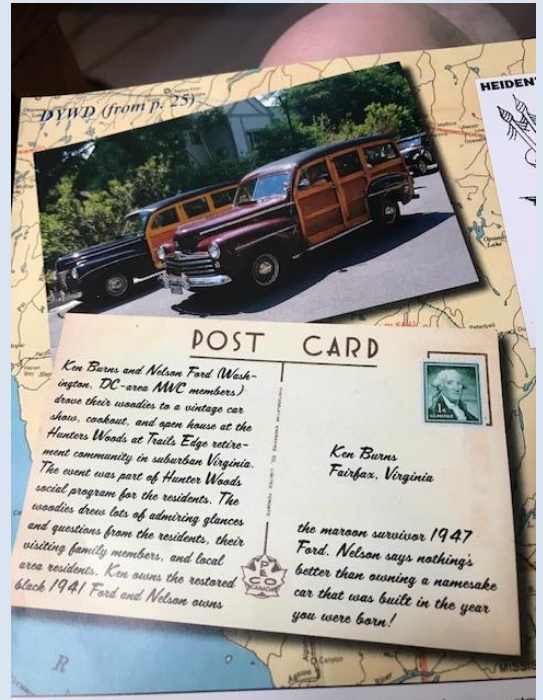
Mason Dixon Fort Ute Conversion



Mason Dixon – No shortage of '40 Coupes

This image, from the June issue of *Woodie Times*, included among the “Drive Your Woodie Day” stories highlights the Woodies belonging to Ken Burns and Nelson Ford.

Submitted by Dave Westrate



Old ad submitted by Nick Arrington

For Ford V-8

Rebuilt Oil Pump Included

Rebuilt Block As low as

\$59.95 Cash

Was \$64.85

With Old Motor Suitable for Rebuilding and Crate

Rebuilt Truck Block As low as

\$64.95 Cash

Was \$70.95

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 Rebuilds 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

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

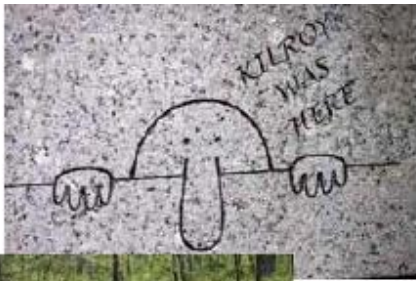
Poem from a Floyd Clymer book about flathead Fords, making references to drivers overrevving their motors.

Submitted by Nick Arrington

A man is a man who will fight with a sword
Or tackle Mt. Everest in snow.
But the bravest of all has a '34 Ford
And will try for six thousand in low.



YOU LEARN SOMETHING EVERY DAY



He is engraved in stone in the National War Memorial in Washington, DC- back in a small alcove where very few people have seen it. For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history. Anyone born in 1913 to about 1950, is familiar with Kilroy. No one knew why he was so well known- but everybody seemed to get into it.



So who was Kilroy?

In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the real Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts had evidence of his identity.



'Kilroy' was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. He would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark.

Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters. One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to

hugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his check mark on each job he inspected, but added 'KILROY WAS HERE' in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message.

Once he did that, the riveters stopped trying to wipe away his marks. Ordinarily the rivets and chalk marks would have been covered up with paint. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced.

His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific.

Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo. To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that someone named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arc de Triomphe, and even scrawled in the dust on the moon).

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were the first GIs there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo!

In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy yard in Halifax, Massachusetts. And The Tradition Continues...

EVEN Outside Osama Bin Laden's House!!!



Article from the June 2022 edition of The Ford Fan, San Diego's Early Ford V8 Club. Submitted by Nick Arrington.



The Trevan Family Ford Dealership 100 Years of History

By Bob Trevan

The name of Trevan and the Ford Motor Car have been synonymous for a very long time and now in 2010 it becomes special as they celebrate a 100 year association.

Around 1909 RH Trevan Snr started driving part time a Ford T Taxi Cab based in Martin Place in Sydney. This was in addition to his normal foreman position in the motor cycle firm of Bennett & Barker. When 11 new Taxi licenses were to be issued it was thought the taxi game was starting to be overcrowded so RH and the taxi owner drove the cab to the then progressive township of Lismore on the Far North Coast of NSW. On arrival the car was kept very busy taking locals for a ride around the CBD in what was viewed as this new fangled invention.

RH was soon to open Lismore's second garage and his first Ford T sale came after one of his client's Motor Buggy burnt to the ground during servicing. This car new Ford car came via the NSW Ford distributor Davies and Fehon and thus began the love/hate association with this company that lasted until he helped oust them in 1925. (Refer the Darwin Report from Herbert French back to Ford Canada re Ford operations in Australia).



In 1916 RH was appointed the sole Ford agent for Ford cars in the area from the Queensland/NSW border south to near Grafton and inland to near Tenterfield. With the cessation of WW I in 1918 it was a case of RH quickly setting up branches in Casino, Kyogle, Murwillumbah, Mullumbimby and Ballina to take advantage of the sales that had the "T" holding 50% of the market.

RH Snr and his brother Bill whom ran the Murwillumbar branch.





By 1927 the Trevan outlets had sold 1750 Model T's but with the Ford Motor Company starting to manufacture in Geelong in 1925 there came the push for more sales and Ford was soon to start implementing it's policy of breaking up the territories of big dealers to give localised areas to cashed up independent operators. Ford started to take RH's branches away and by the late 1930's he was left with only Lismore and Ballina territories. When WW II broke out the Trevan operation was classified as an essential industry which meant that the firm was to be on call 24 hours per day to service the army vehicles based locally and especially at the Evans Head training airport. After the cessation of WW II in 1945 it was back to selling the Ford product (if the dealers could get any!)



In 1961 the founder RH Trevan Snr passed away and thus began the start of his family of three boys serving their time as Dealer Principal. My turn came in 1996 and by 2005 I worked a total of 54 years "hands on" in most every department at the Lismore head office facility. With no interest in the motor industry from the third generation of Trevans I decided to sell the company to a family that was keen to keep the Trevan Ford name operative.

This they have done and I have lately worked with them on creating a great 100 years of Trading Celebration Day where 30 Ford T's and A's graced the showroom and car display yards.



Quadricycle with Jack, Bob, Dick



1909 pre-production Ford "T" that was unearthed in Baulkham Hills Sydney



Contacts:

Registration: Jim and Sally Batchelder (703) 339-2064

Show Information: Gene Gilkey (703) 830-5313

Randy Higgins (703) 853-2235



46th Edgar Rohr Memorial Car Meet Saturday, September 17, 2022

Manassas Museum, 9101 Prince William St., Manassas, VA.
11:00 AM - 3:00 PM; Car registration 8:00 AM - 11:00 AM

All attendees must comply with current COVID-19 restrictions and advisories
All show vehicles must enter Prince William Street at Grant Avenue



Go to www.cruisinforheroes.com for
information on Fisher House



Charity Event benefiting the Fisher House in cooperation with Cruisin-For-Heroes

- ✓ 1997 and older collector vehicles including street rods/modified
- ✓ Dash plaques for first 175 registrations
- ✓ Total of 50 awards presented plus Door Prizes and Silent Auction
- ✓ Participant Judging for Top 35 Class A & B awards, 1 Class C Award
- ✓ 50/50 Charity Raffle by Cruisin-for-Heroes benefitting the Fisher House
- ✓ Free admission to Flea Market
- ✓ Free trailer parking at the Osbourn High School
- ✓ Model T assembly/disassembly demonstrations
- ✓ One block from Old Town Manassas dining and shops
- ✓ Nearby International Food Festival and Farmers' Market
- ✓ Rain or shine

Visit past shows on the web at www.bullrunaaca.org

1955 Mercury Monterey
Owners: Gene & Jennifer Gilkey
2021 Arthur Ault Award Winner



MEET RULES:

- All show vehicles will be classed as Stock, Modified, or Post 1997 upon arrival by Bull Run Region and decisions are final.
- Stock vehicles, Class A, must reflect equipment available for the year and model vehicle except for minor upgrades and safety modifications.
- Modified vehicles, Class B, must be 25 years old or older based on the vehicle's state registration.
- Post 1997 vehicles, whether stock or modified, are in Class C
- Vehicles may be displayed as the owner wishes within the space allotted and must not interfere with other participants or the flow of traffic. Hoods must be open for best of show judging.
- All vehicles must have a fire extinguisher.
- Vehicles must be driven onto the show field under their own power
- Once parked, vehicles must remain turned off until the meet is over at approximately 3:00 pm.
- Vehicles needing to exit earlier must be escorted off the field. Contact a Bull Run member to arrange escort.
- Cars with "For Sale" and/or "Raffle" signs must be in the Car Corral and registered for the show as such.
- Results of the vote tally are final.
- No alcoholic beverages are permitted.
- No food sales unless authorized in advance by Bull Run Region.
- Pre-registration fees are non-refundable except for show cancellation by Bull Run Region.

Awards*

TOP 35 Class A & B

Class A – All Stock vehicles up to 1997

Class B – All Modified vehicles up to 1997

Class C – Post-1996 Vehicles, 1st place only

Best of Show Ford

Best of Show GM

Best of Show Chrysler

Best of Show Independent

Best of Show Foreign

Best of Show Modified

Best of Show Stock Pre-War

Best of Show Stock Post- War (1946 to 1967)

Best of Show Post-War (1968 – 1997)

Best of Show Original/Unrestored

Youth Award – Selected by Boy Scouts/Explorers

Mayor's Choice Award – Selected by Manassas Mayor

President's Award – Selected by Bull Run President

Edgar Rohr Memorial Award – Selected by Chip Rohr

*Class awards are based on vehicles receiving the most votes. The number of awards in classes A & B is determined by the percent the class represents of the total vehicles at the show. Best of Show awards are chosen by Bull Run Region Chief Judge's Committee.

DIRECTIONS All show vehicles must enter Prince William Street from Grant Avenue

GPS Directions use 9500 Liberty Street Manassas,VA

From I-95: Travel I-95 to Exit 152B - Route 234 North (Manassas). Drive about 14.5 miles and make a right at the second light onto Business 234. Drive another 2.5 miles and take a right at the light onto Prince William Street, (before railroad overpass) — follow signs to show car entrance

From I-66 (coming from the west): Travel I-66 to Exit 44 - Route 234 By-Pass (Manassas). Drive about 6 miles and make a left at the light onto Business 234 (Dumfries Rd.) Go another 2.5 miles, take a right at the light onto Prince William Street, (before railroad overpass) — follow signs to show car entrance.

From I-66 (coming from the east): Take I-66 to exit 53A and follow Rte. 28 south, 7.8 miles into Manassas. Turn left onto Grant Ave. (Business 234), go under railroad overpass and left onto Prince William Street at first light. Follow sign to show car entrance.

From Prince William Parkway (Dale City / Woodbridge): At Liberia Avenue light (where Parkway makes left turn) continue straight onto Wellington Rd. Go 1.3 miles to Grant Ave., and turn right. Turn right at second light onto Prince William St.; follow signs to show car entrance.

Trailers: Instructions above are for show cars. Trailered cars should enter into the Osbourn High School parking lot off Main Street, just south of Prince William Street. Show cars can then be driven to the show entrance. From Osbourn HS. Make right turn onto Main St and go to Church St, left turn onto Church St, then turn left at the light onto Grant Ave (Business 234) go under the railroad overpass and turn left onto Prince William Street at first light. Follow signs to car show entrance.

(CUT HERE)

REGISTRATION

Make checks payable to "Bull Run Region, AACA"

Send all registration forms and payment to Jim and Sally Batchelder,
7702 Cashland Ct., Alexandria, VA 22315

Car pre-registration (received by 9-14-2022): \$20
Show-day registration: \$25
Car Corral registration: \$30
Flea Market vendor registration: \$30 for 10' x 15' space
Registration includes \$5 donation to Fisher House

Bull Run Region and Manassas Museum will not be responsible for damages or personal injuries on the show grounds. Bull Run Region and Manassas Museum reserve the right to refuse admission. Multiple vehicles require separate registrations. Payment can be total of all registrations.

Name _____ Phone _____

Address _____ E-mail _____

City _____ State _____ Zip _____

Circle one: Stock Modified Modern Flea Market Vendor Car Corral

Make _____ Model _____ Year _____

Version: 6-17-22

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OR \$10,000**

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2022 RAFFLE CAR!



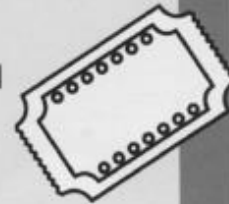
Proceeds benefit the Early Ford V-8 Foundation Museum

License# 145296

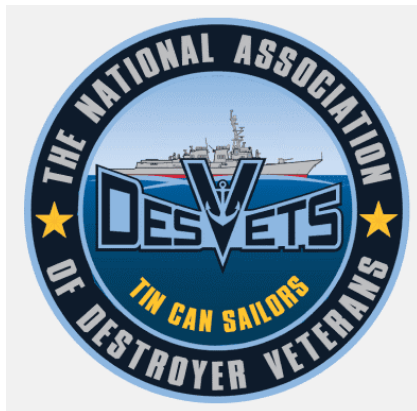
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For more information about the raffle contact the museum
(260) 927-8022 fordv8foundation.org info@fordv8foundation.org



NVRG member Don Pauly's US Navy active duty career spanned 30 years, from 1951 to 1981. Here we present Part 4 of a 6-article series Don wrote for the *Tin Can Sailors* publication, recalling his experiences over the years.



The Risks Involved With A “Can Do” Spirit

By CAPT Donald E. Pauly USN (Ret.)

Years ago in the Destroyer Navy, we were very proud of our Can Do spirit, but sometimes that could lead to taking risks which might not have been prudent. Here are two examples from my experience in the 1966 to 1968 era while in command of USS Turner DDR 834, a Can Do ship with a top notch crew, “The Turner Tigers”.

We were tied up starboard side to the pier in our homeport of Mayport. Our division of four destroyers had an 0800 underway time and then a rendezvous with a tug towing a target sled in the local operating area. We were to conduct a surface gunnery exercise under the direction of our Division Commander, a valuable training opportunity since such good target services were rarely available. As we set special sea detail, Turner's Engineering Officer informed me that we had just suffered a casualty in the engineering plant which had disabled the starboard engine. I asked for his best estimate of the time required to make repairs and he replied it would take two hours. I thought for a moment, and the Can Do spirit led me to decide that we would get underway on time with the starboard shaft locked while the engine repairs took place. I was the junior CO in the division, so we were the last ship in the order to get underway, and would then be last ship in the column formation as we steamed to the operating area.

I realized that it would be difficult getting away from our berth with only the port engine, but with proper line handling I could get the stern out far enough to be able to back clear of the ship moored just astern of us. I would use left rudder to counter the twisting motion of backing with only the port screw. When clear of the pier, I should have no trouble turning to starboard to head for the channel. But once in the channel, any turns to port in those narrow waters would be extremely difficult. That was not a problem, however, since all channel turns going out to sea from Mayport are turns to starboard. So we got underway on time, got safely out to sea, and by using speeds up to full on the port engine, and with some left rudder, we were able to stay in column formation with the other ships of our division and conduct the gunnery exercise. At 1000 we had completed the exercise and Turner had done well. But now we had another rendezvous to meet, and the Division Commander put up a flag signal for a speed we could not possibly make on one engine. At that very moment Main Engine Control reported "repairs completed", and I thankfully ordered the starboard shaft unlocked. We made the speed increase when the signal was executed.

Our Division Commander still does not know that I got underway on one engine, navigated out the channel to sea, and conducted the shoot in that condition. I do not think he would have approved my risk taking, and now in hindsight many years later, I have some doubts that it was wise, even though I got away with it safely.

Another situation involving Can Do occurred when we were deployed to the Med and we were operating with some French destroyers commanded by an Admiral. He asked to observe a U S Navy underway refueling, and Turner was tasked to do the demonstration. Our formation included a US Navy oiler, and we were all proceeding at 12 knots. The Admiral placed his flagship just off the starboard bow of the oiler so that he could have a good view, and Turner took position astern of the oiler. Just as the oiler signaled "ready" to receive us to starboard, we lost steering control in the pilothouse. Our training took over and we quickly shifted to the emergency control in steering aft. But now - do we try to diagnose the problem and quickly fix it - or not? I did not want to abort the demonstration, but until we knew the cause I did not want to chance another casualty by shifting control back to the pilothouse, so I decided to go alongside while we continued using steering aft. We increased speed and began our approach.

The man who is now steering is deep inside a closed compartment at the stern, and can see nothing but the steering machinery and a gyro repeater. Frequent course changes are necessary while in station alongside the oiler to keep the distance between ships at 80 to 120 feet. Too close can result in being sucked in to a collision, and too far out will part and destroy the fuel rigs and hoses. He was obviously very worried, but I got on his phone circuit and assured him that his training and skill would result in a safe and successful demonstration. I talked to him continuously giving course orders, and we moved up into position and got the hoses over. I repeatedly told him that he was doing a great job. For ordering the small speed changes to maintain fore and aft position, we kept the pilothouse door open, as usual, so I could speak directly to the man on the engine order telegraph.

Unfortunately, after we had been alongside long enough to get the hoses in our trunks and start pumping fuel, the oiler CO called me on the ship to ship phone. When I picked up the handset, he asked why my pilothouse helmsman was not turning the wheel as we kept station. I had to admit that we were using steering aft because of a last minute casualty in the pilothouse. He apparently did not have much Can Do spirit that day, and immediately told me to get away from his ship. I tried to protest, but being the senior officer, he cut off discussion and said “This is an order! Emergency Breakaway!” We did that, and pulled away smartly at 25 knots, hoisting our large tiger flag as we always did when concluding an underway transfer.

The French Admiral sent a message expressing his thanks for the demonstration and for the nice added touch of including an Emergency Breakaway. So you never know how these “Can Do” situations are going to work out - but I was lucky, and safely got away with taking a big (and probably imprudent) risk once again.

NVRG ICE CREAM SOCIAL

Please join your fellow NVRG members at Nottoway Park on **Wednesday**, July 13, for an ice cream social. Cake and ice cream will be provided at Shelter A, along with plates, bowls, and utensils. The event is from 5 PM to 8 PM, but feel free to come early as we have the shelter reserved all day. Bring kids and grandkids if you like, as they are invited too.

You will need to bring your own beverages and any other food or snacks you desire. The shelter has metal tables with metal benches which most feel are comfortable, but you are also welcome to bring your own chairs. This event goes on, rain or shine, with no make-up date, as the shelter has a roof.

While billed as an ice cream social, the focus is on the **social** part. Hope to see you there.

Event:	Ice Cream Social
Location:	Nottoway Park, Shelter A
Date:	Wednesday, July 13
Time:	5 PM–8 PM (it's still light until 9 PM)

Note: Shelter A is located just past the final parking lots at the far end of the Nottoway Park drive (past Hunter House). Restroom facilities are nearby.





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. To be included in the upcoming issue, ads need to be submitted by the 18th 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

1928 Model A Ford Tudor: New brakes installed by [The Ford Script] clubber Tommy Terko. Newly rebuilt correct Zenith carburetor. Smooth running with strong compression. Recently flushed the cooling system and magnafluxed the head. Gas tank flushed several times, but could use a more comprehensive cleaning. Fine interior appears original. Garage kept; ran, drove, and stopped well before it was parked. **Dan or Hope Danielson.** Asking \$12,500 OBO. Contact Mike Danielson at 540-550-1900. (11/22)



PARTS & ACCESSORIES FOR SALE

Plastic Storage Bins: Two official General Motors Corporation "Service Part Operations" hardened plastic bins with interlocking lids. One lid has several small cracks that don't impact operation. Height 12"; width 16" at top, 14" at bottom; length 25.5" at top, 24" at bottom. \$40. **Joe Freund,** 703-627-1533 or jofreund@verizon.net. (07/22)



Steel Safety Gate on Wheels: From Home Expo Center. Length fully extended 20' 2"; length closed 34.75"; length with handles each end 38"; height open 45"; height closed 55". \$130. **Joe Freund,** 703-627-1533 or jofreund@verizon.net. (07/22)



SOLD

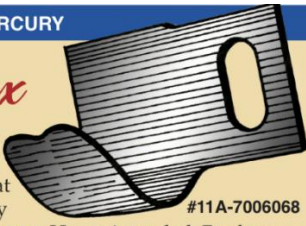


Air Hose on Reel: Can be ceiling- or wall-mounted. This is unused and in new condition. Probably from H F where the reel and hose are sold separately for about 50 bucks. I'd like \$35. **Dave**, 703-938-8954. (07/22)



'41-'48 FORD & MERCURY

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(exp. 07/22)



Hey, club members, We'd like to have our annual club picnic again later this summer. We are looking for a volunteer with a suitable site for hosting the event. For more details, contact Joe Freund at joefreund@verizon.net.

My Return-to-Sully-Show Afterglow

By Nick Arrington



Man, I'm thankful for Zoom, which has been sort of a glue to hold clubs together during the COVID years, but it just isn't the same as gathering in person. I do not have a sister, but Zoom – compared to the real deal – must be like kissing your sister – if you get my drift. Any BOD member would gladly go back to meeting at Red Hot & Blue over BBQ and beer discussing club matters.

I talked my friend, Dale Adams of New Market, into bringing out his Nash Metropolitan Wagon with his wooden boat on a trailer rig (which has been to Hilton Head) and showing it. He had a crowd around it all day. I could tell “car people” were just glad to be out again.

I also volunteered to be a “Judge” this year and was assigned Foreign Cars. In my group, along with some killer Volvos, Toyota FJs, and Alfa Romeos, was a judging sheet for a '90 Honda Accord “in its work clothes” – the term auctioneers use to describe a well-used piece of equipment. My first thought was, “You gotta be kidding. This thing belongs on the ‘Buy Here/Pay Here’ lot in Manassas Park” – You know, the one with the *Se Habla Español* line on the bottom. But I noticed the owner had his fire extinguisher out and hood and trunk open, and he had really cleaned up the car despite some obvious road rash – a faded dealer add-on pinstripe, paint, etc., etc. All of a sudden, I thought, “Who am I to be knocking the car? It qualifies as an Antique. It's sporting Antique tags and the owner wants to participate.”



This got me thinking about our own club which, years ago, did not want to include '49 through '53 year models. I never got to meet the owner of the Honda but I hope he brings it back again next year. I have found a new appreciation for those '80s and '90s cars, which are now in our family. If we all liked vanilla, there would be no Baskin-Robbins. “Long live Sully!”



NVRG 2022 Calendar



July	
11-14	Western National Meet: Wenatchee, WA
13	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net .
13	Membership Meeting – 7:30 PM. Program: Ice Cream Social at Nottoway Park Pavilion; Presenter: Membership
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
26	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
August	
9	Membership Meeting – 7:30 PM. Program: Ford Operations in Washington, DC: Presenter: Dave Gunnarson
10	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net .
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
30	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.
September	
13	Membership Meeting – 7:30 PM. Program: The V-8 Engine Story ; Presenter: John Ryan
14	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:00 AM. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net .
18	VC Submission Deadline – For articles/photos/want/sell/calendar to content coordinators.
27	NVRG Board of Directors Meeting – 7:30 PM – Via Zoom. All are welcome to attend.

Looking Ahead!	
	 Summer picnic TBD

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SECTION	COORDINATOR	EMAIL
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Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Nick Arrington	nta1153@verizon.net
Want Ads	Nick Arrington	nta1153@verizon.net
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NVRG Car of the Month
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