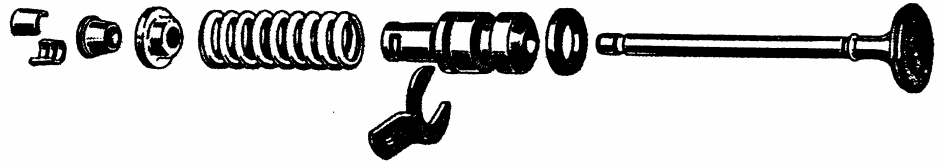




Valve Clatter



THE EARLY FORD V-8 CLUB OF AMERICA Regional Group 96

NEW WEB ADDRESS: www.nvrg.org

Volume XXIV, No. 12

December 2006

Cliff Green Editor

FIRST PLACE AWARD, EFV8CA NEWSLETTER CONTEST 2003,2004, THIRD PLACE 2005

GOLDEN QUILL AWARD, "OLD CARS WEEKLY" 2003, 2005



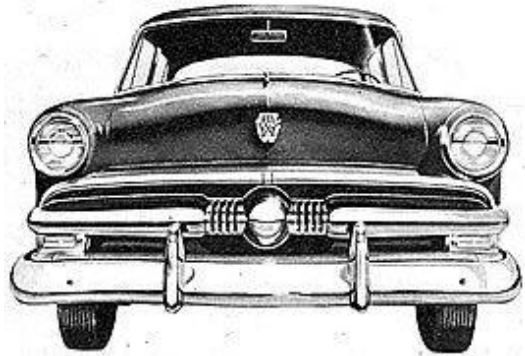
HAPPY HOLIDAYS



The gavel is passed to incoming Pres. Dave Gunnarson

December 2006

UP FRONT WITH THE PRESIDENT



I'm sitting here, dressed in my holiday finery, and ready for the NVRG Holiday Gala, while Patty is putting on her final touches. We're both looking forward to the evening. It's a great event and it's always nice to see how well the V8ers clean up. (Of course, "clean-up" refers to how nice everyone looks in more formal attire, not how well they do at the white elephant gift exchange.) This is my last letter to the NVRG as President so it's a good time to reflect on the last year.

We've done a lot. I won't try to recap all that the club has done. You'll have to dig out your old issues of the *Valve Clatter* to do that. Still there are some things that stand out. This is a very active club. When I talk about our club and what we're doing to other folks, they always remark about how much we do and the variety in what we do. Just think about the tours. We have a Poker Run, the Drive-in Movie Tour, the Lebkicker Tour, and garage tours as well as numerous other tours during the year. And don't forget the picnic, which is probably the most heavily attended event of the year. The award-winning *Valve Clatter* provides a wealth of information about these activities, Ford and old car history, updates on members' cars, tech tips and much more. The meetings are becoming so well attended that we risk running out of room. I think that's because of two things: we have good programs of wide interest; and members use the opportunity to share information informally, too.

What makes this happen? What's the common theme? This club is unique because everyone pitches in. When someone sees something that needs to be done, they do it. If someone is asked to do something, invariably they say yes, without hesitation or excuses. It's been a rare privilege to work with this club and I hope you all take advantage of the opportunity to do so. The upcoming Eastern National Meet will provide us all with the chance to do more for the club so we can really showcase the club and where we live to the national membership.

One item of special note: if you haven't seen the new club calendar, be sure to do so. We have some great cars in this club and they sure photograph well! Ken Burns and Jim LaBaugh did a super job on the calendar. Contact Ken to get your copy(ies) of the calendar.

In closing, I've had a good time these past two years and know that I'll continue to enjoy working with the club and the new Board (and, as is typical for our club, it's a good Board).

Patty and I wish you Happy Holidays and all the best for the New Year!

JOHN

CHRISTMAS 1952

This story came from the "Clutch Chatter", newsletter of the Sacramento RG #4 written by Gene Hall

While stationed at Sheppard Air Force Base, Wichita Falls, Texas in 1952; I duplicated a note I had read the year before. "CHRISTMAS LEAVE ROUND TRIP TO CALIFORNIA \$65. I posted it on the bulletin board in the Airman's Club. It was that dark blue '48 Ford V-8 station wagon sitting on the front row of XXXX's used car lot, near the main gate to the base, that had caught my eye while riding the bus back to the base. Why not?

Sell rides across 1600 miles, the best the Wild West has to offer in the middle of winter. From Texas to Oakland, California; successfully return without becoming AWOL and assume the responsibility for the safety of 8 passengers. Gee, That's a really good Idea !!!

With a heater and radio, and someone's effort to match paint the wood around the rear tailgate, it seemed to be a great way to buy a car and go home for Christmas, too !Having made the same trip the year before as a passenger, with 5 other's in a '41 Plymouth Sedan, what could go wrong with this?

With \$525 of my future passenger's money and another \$125 of mine, that \$650 FOR SALE sign was removed from the windshield of the '48 Ford V-8 Wagon one week before the Departure date. I now own a car ! What's wrong with this?

Remembering that trip in the '41 Plymouth, sitting upright for some 50 hours, it seemed it would be luxurious if some passengers could lay down some way for a while. Dumb & Dumber.

Looking into that rear cavern of my triple seat, 3 wide Ford's precursor to today's SUV, "Self, why not fabricate a hammock to fit into the rear area?" Remove the center seat and there you have it, a Double Decker ! It should be room for 3 on top and 3 underneath. A local tarpaulin shop made a pipe frame and stretched some canvas on the frame, similar to a folding cot.

Just drop the tailgate at sundown; take out the center seat, take the hammock off the roof, insert into the back of the wagon, and tie down the center seat to the tailgate. Put the little guys under and the tall ones on top. Continue trip !

Departure Day: My passengers showed up at the Airman's Club with duffle bags full of family Christmas presents, which I didn't expect. And like the Indians on Custer's Last Stand, they just kept coming! More and more passengers ! What was I thinking? That down tailgate was loaded to the roof of the car. It took all the rope I had to tie them on.

With an average weight of 165 lbs per passenger and another maybe 30 lbs of duffle bags, totaling around 1755 lbs., it was

a load! While Squashing down Henry's transverse rear spring, we began our journey !!

As Wichita Falls disappeared in the rear view mirror, my stiff "High Boy" Ford V8 had been sunken down to a Chevy Low Rider look. The rear bumper scraped entering the gas station. I filled the tires to 40 lbs, to remove some tire squash, and I bought an extra spare. However, we blew out 3 rear tires before the New Mexico border. Quoting one rider, "There goes the Last of the Mohicans!", as we thumped into a gas station. The station operator suggested, "'bout the only thing I can think of is to put some 6 ply's on."

I don't remember the cost, but I'll never say a word against Firestone. Those 6 ply's did the job! In fact, the wagon no longer drove like an elephant on a wet clay bank. They got rid of some of the roll whenever we rounded a curve.

We made the "Hammock Swap" at the following fuel stop, which lasted a short while. The guys on top would roll to the center of the hammock and the three would sink down on top of the guys underneath. Another stop and the hammock was out and the center seat in again.

It's nightfall and those yellowish head lights sort of lit the road ahead. However they missed some black ice on the railroad under crossing ahead. By the Grace of God, he let us slide thru there side wise, and not turning my wagon into a pile of dry rot kindling for a roadside Navajo salvage. Everyone was asleep, no need to wake them as we lurched back onto the straight and level direction of travel. By the time we completed that 50 hour travel marathon and I had delivered everyone to their doorstep around the Bay area, it seemed it was time to get ready for the return.

Maybe the return trip was without incident or that one passenger was one way only, or I gave up on the hammock idea, or most of the freeze and snow had cleared away. The 1600 miles was less eventful, except for rounding a turn to see a mobile home cross wise ahead on that cold down hill slope out of Flagstaff, Arizona.

Fortunately it was far enough ahead to gently brake down and stop. It was Air Force Blue to the rescue. With my travel team, we pushed that mobile home sideways, to clear a way thru. That road was so slick it was difficult to stand up on the patchy thin layer of frozen road ice that had spun him out of control. The couple thanked us for straightening them out and I thanked myself for not towing the mobile home in the dead of winter.

We finally checked in at the base a day early. I've paid my transportation debt, finally paying for my car. However, that freeze followed us to Texas. Next morning I checked the radiator for water in the now "Old Reliable" 1948 Ford V-8 Station Wagon, to find it now frozen solid, with a cracked block. **MERRY CHRISTMAS 1952**



THE LINCOLN HIGHWAY

Extensively adopted from *The Lincoln Highway*, James Lin, 1996-98 and *Lincoln Highway*, wikipedia, 2006

John Girman

On the Lebkicker Tour, we traveled on many segments of the Lincoln Highway. I thought NVRG members might be interested in learning a little more about the Highway.



Despite the popularity of automobiles, there were few good roads in the USA in 1912. The few improved roads were found only around towns and cities. A road was designated as improved if it was graded. Asphalt and concrete roads were largely nonexistent so that roads were bumpy and dusty when dry and largely unusable when wet.

Carl G. Fisher wanted to change this situation. He was a man of action and had built the Indianapolis Motor Speedway (and paved it with bricks so the cars could go faster!). He turned a swamp into a great resort named Miami Beach. He was also the manufacturer of the Prest-O-Lite carbide headlights used on early cars. He believed that a coast-to-coast highway was needed to increase the popularity and utility of cars. In 1912, he began promoting his dream, which he estimated would cost about \$10 million. He asked for cash donations from manufacturers of automobiles and their accessories. Of course, as the largest manufacturer of cars, Henry Ford was approached. However, Henry Ford refused to provide any funds. Ford thought that it was the government's job to provide roads and that the public would never learn to support roads if private industry did it for them.

Henry Joy, the President of the Packard Motor Car Co., came up with the idea of naming the coast-to-coast highway the Lincoln Highway, after Abraham Lincoln. He wrote a letter to Fisher urging him to write a letter to Congress, which was considering a \$1.7 million memorial to Lincoln, saying that the highway would be a better tribute and would capitalize on the former President's popularity. Joy subsequently became the primary spokesman for the Highway. In 1913, the Lincoln Highway Association (LHA) was formed to direct the project with Joy as the president and Fisher as the vice president.

Soon cash donations began coming in. Teddy Roosevelt, Thomas Edison and Pres. Woodrow Wilson, who was a well known motoring enthusiast, were among the contributors as were a group of Eskimo children in Anvik, Alaska, who sent a letter and fourteen pennies. Henry Ford never did contribute.

The route chosen was kept a secret because they wanted the nation as a whole to support the highway and not just the States that would have the highway. They also wanted a direct route as possible and they wanted to bypass large cities and scenic attractions to minimize congestion. The route selected would pass through New York, New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada and California. The LHA received letters of protest from many sources trying to change the route but they steadfastly declined to do so.



On October 31, 1913, the LHA dedicated the route with bonfires, fireworks, concerts, parades and street dances in the hundreds of cities along the route. By 1914, however, the

fund-raising had stalled after collecting only half the needed funds. Joy decided to redirect the LHA toward educating the country on the need for good roads made of concrete, with an improved Lincoln Highway as an example. They would construct "seedling miles" out in the countryside to demonstrate the superiority of concrete over unimproved dirt. When people experienced the difference, they would press governments to construct good roads throughout their States.

Thus, it is not clear when the Lincoln Highway was completed. In reality, there probably never was a completion date and segments were more or less continuously improved or modified. By 1925, governments were part of the road-building movement and were beginning to control it.



In

1916, the LHA Official Road Guide stated that a trip across the length of the Lincoln Highway would take from 20 to 30 days and would cost about \$5 per day per person, including food, gas, oil and five to six meals in hotels. Car repairs were not included in this estimate.

was foundational to his later initiation of the Interstate Highway System in 1956 when he was President.



With the abandonment of the idea that the auto industry and private contributions would fund the highway, most of the LHA funds were used for promotion of the highway and to lobby all levels of government to financially support the highway construction. However, times were definitely changing and in November 1926, States approved the new federal numbering system and the Lincoln Highway was split among several numbers. East of Philadelphia, it was assigned U.S. 1; from Philadelphia west to Granger Wyoming, it was U.S. 30; and west of Salt Lake City, it became U.S. 40. The segment between Granger and Salt Lake City was never part of this numbering scheme. When the Boy Scouts placed about 3,000 concrete markers along the route to dedicate it to Abraham Lincoln on September 1, 1928, they were also marking the last major promotional activity for the LHA. Each marker had the Lincoln Highway insignia, a directional arrow and a bronze medallion with the slogan "This Highway Dedicated to Abraham Lincoln."

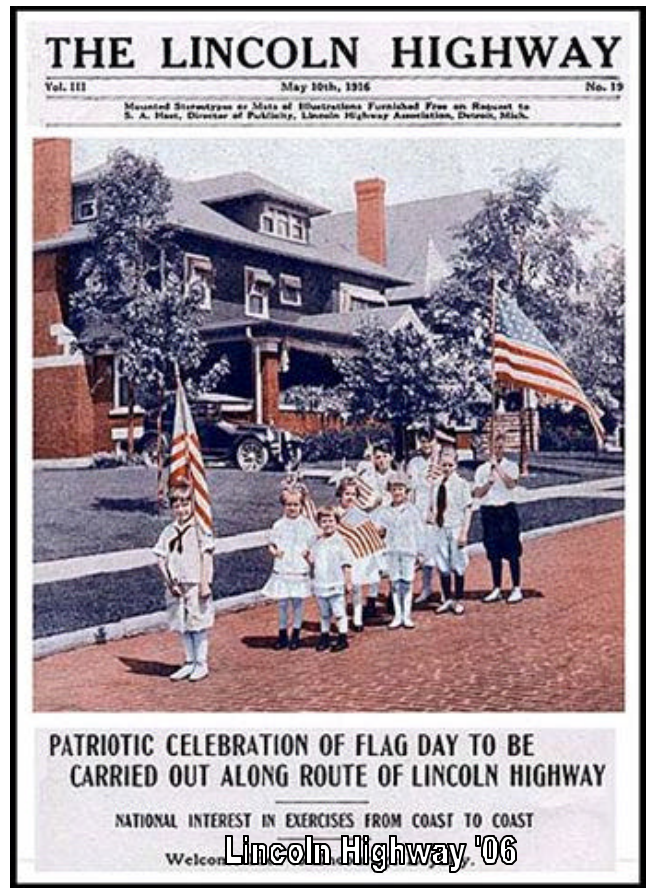


Each marker had the Lincoln Highway insignia, a directional arrow and a bronze medallion with the slogan "This Highway Dedicated to Abraham Lincoln."



Lincoln Highway and 1st Street, Fort Wayne, Indiana

More recently, in 1992, a new Lincoln Highway Association was formed "to identify, preserve and improve access to the remaining portions of the Lincoln Highway and its associated historic sites." Additional information about the Lincoln Highway and the Association's activities can be found at www.lincolnhh.com.



1940 WOODIES IN WWII

Jim McDaniel sent me a video clip from Google Video with action of a supply ship loading in a Canadian port.



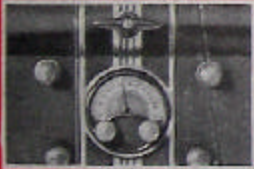
He spied what he thought was a '40 woodie on deck. Sure enough, there were two of them in army colors crammed on the top deck. This is the first evidence that I have seen of this car being in service. Because Canada, being a Commonwealth at the time, was involved in the war in 1939, she would have supplied Britain with earlier cars. All the US Army woodies that I have seen have been 1941 or later.

"I Hope I Get A Ford Radio for Christmas"



1936 Ford Radio with invisible "see-line" speaker and convenient dial on instrument panel can be bought on easy time payments. The New Ford Heater control, just discovered by the young lady at the right, turns heat on or off and regulates amount.

GENUINE FORD RADIO



Invisible "see-line" speaker. Illuminated dial. Amazing selectivity. \$44.58 installed. Conventional D.C.C. terms.

GENUINE FORD HEATER



Dash control. Diverted heat flow. No moving parts. \$14 installed. Windshield Defroster (at right) \$4 installed.

Of course, the finest of all Christmas gifts is a Ford V-8 car. And next is one of the many Ford accessories which make this fine car still more enjoyable to own and to drive. You who are doubling for "Santa" just write down "Ford Accessory" after the names of your friends and relatives who own Fords. Make the same wise choice for the family V-8.

You'll enjoy shopping at your neighborhood Ford dealer's. The low prices of Genuine Ford Accessories will please you and their quality and attractiveness will delight those who receive them. They are custom-built for the Ford. See them today. *Ford Motor Co.*

Beautiful Christmas Gift Package
 Wrapped in Christmas paper with colored ribbon or cord and Christmas card

CUSTOM-BUILT FOR THE FORD V-8

Spotlight	\$15.75
Windshield Wings	10.00
Wheel Bands (rustless steel) per set	6.75
Pull-winding Clock—24-hour	9.75
5-day	7.50
Luggage Carrier	7.50
Fax Tearing Solids	8.75
License Frames (chrome-plated) per pair	1.50
Dual Windshield Wiper	3.00
Radiator Shield	1.25
Seat Covers—Tuxedo, Fender	3.50
Coupe	4.50
Glove Compartment Lock	1.00
Vanity Mirror50
Electric Glove Compartment Clock	8.00
Gas Tank Cap Lock	1.25

Prices Include Installation



GENUINE FORD ACCESSORIES

SOLD BY YOUR NEIGHBORHOOD FORD DEALER

NOVEMBER MEETING NOTES

THE FORGOTTEN FORD – EDSSEL FORD

Jim LaBaugh

As Edsel Ford was born on November 6, 1893, it was appropriate that November's general meeting featured **John Sweet's** presentation on the life of Edsel Ford. More than 35 members of the NVRG Flathead faithful were treated to an excellent program, as well as the Edsel Ford birthday cake John provided as refreshment. John noted that Edsel grew up with the auto industry, as well as being a captain of it. Throughout his life, Edsel brought style to the company, by way of the Lincoln Zephyr in 1936, the Mercury in 1939, and the Lincoln Continental. One of the many photo's John presented highlighted the difference between Henry and Edsel – both were viewing the 27 millionth Ford on the assembly line and Henry was looking at the engine and Edsel focused on the body being lowered on the chassis.



When Henry made Edsel the President of Ford, he did not relinquish control on many aspects of the company. As a result, there was constant tension between the two. This likely contributed to the stress that may have resulted in the ulcers and stomach cancer that claimed Edsel's life in 1943. Many of the photos showing them together often have another person between them, perhaps as a buffer, with Edsel always immaculately dressed. John noted that in 1935, Edsel was considered the best-dressed man in America, in a tie with Fred Astair and Marshal Field. The fact that Edsel was the one to make things happen, with style, is why, as John concluded in his presentation, there is a lot more of Edsel in the Flathead Ford V8's than people think, and why Ford was the style leader in the 1930's.



Mike Prater (lt) has his transmission gears inspected by Eric Sumner and Hank Dubois



Ken Burns, the vote counter for the Lebkicker Award, presents the plaque to Eric Sumner. **Congratulations!**

Clem Clement brought boxes of Ford "stuff" for the members to pick over. Some choice items were savaged.

Some of our past presentations have come from the members themselves. John Sweet, our new programs director, promises more of the same for 2007.

VALVE CLATTER CONTRIBUTORS

The editor will like to thank the following for their contribution to the VC during 2006. Your help is appreciated by the editor and the members. Numerous inputs adds style and interest to the publication.

Hank Amster	Nick Arrington,
Ken Burns	Clem Clement
Chad Coombs	Jim Crawford
Hank Dubois	Al Edwards
John Girman	Ken Gross
Dave Gunnarson	Von Hardesty
Bob Helms	Jason Javaras
Jim LaBaugh	Don Lombard
Jerry Lunt	Cliff Green
Ed Mascali	Jim McDaniel
Jim Nice	Patrick O'Neill
Jim Roebuck	Tom Shaw
Bill Simons	Art Spero
Eric Sumner	John Sweet
Dave Westrate	Bob Wild
Alan Wlheilhan	



Clem Clements pickup at the annual holiday train show at the Fairfax Station

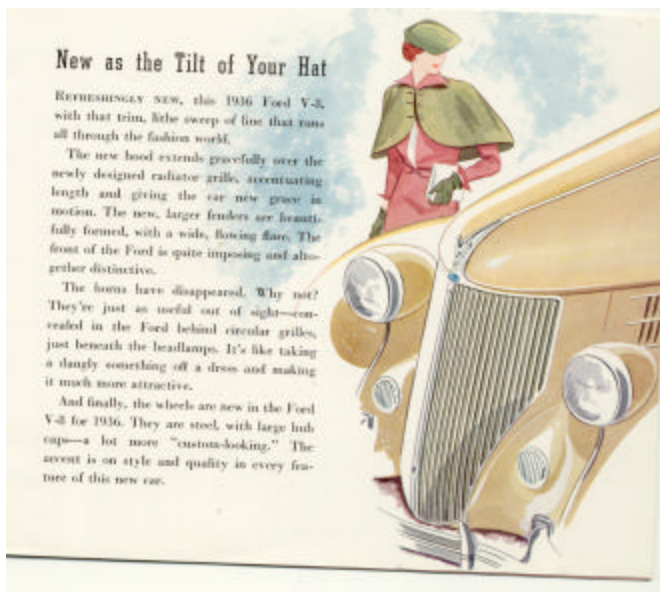
LADIES COLUMN



More literature was published for the 1936 Ford than any other year. Partly because much of it was specifically aimed at the ladies. This particular booklet linked stylish fashion with the stylish '36 Ford. (Note whitewalls on the inside – this is correct until 1940)

“As much as we many look to Paris and New York for what’s new in clothes, automobile fashion comes from Detroit and the whole world knows it!

Cars are getting smarter and better looking all the time because American women are driving them, and nothing they touch stays static in style.



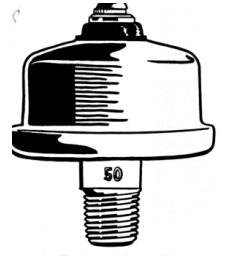
Because, of all fashions, the motor car must be modern...advanced in its lines and performance. That’s why a woman feels so right with the New Ford V8 for 1936. It is beautifully timed to these modern days.”

TECH TIP

Using right oil pressure gauge?

Information taken an article by Dave Cole in “The Way of the Zephyr” – Jan-Feb 1994.

Ford did not have oil pressure gauges until 1935. That year, Ford introduced an electric gauge, with a circuit that went from the battery through the ignition switch to the gauge in the instrument panel, and another wire from that to the sending unit that was screwed into a hole in the engine block, and thence to ground. The sending unit, 48-9278 and the instrument gauge were calibrated to work together as a pair, and could register a maximum pressure of 50 pounds per square inch.



Then during WWII, Ford redesigned the V8, including the lubrication system and since the new oil pump could generate greater flow and thus higher pressure, the gauge units were recalibrated to register a maximum of 80 pounds. Owing to wartime restriction, Ford could use these engines only in trucks they were allow to manufacture at first, but after the war all Fords used the 80 lb. oil pressure gauge system. This unit was 41A-9278 and cost \$1.25, \$.50 cheaper than the earlier one.

Time passed, and eventually the earlier 48- sending unit became obsolete, so the only type readily available was the 41A-. A NOS 48- unit today are rare and might cost \$75.

The two sending units (at least original ones) look virtually identical except the 48- is stamped “50” on the square part of the pipe fitting and the 41A is stamped “80”. If you use the wrong sending unit it will register only 5/8 of what it should. At 50 lbs pressure, it reads about 30 – 35.

So, if your oil pressure reads low, especially at idle, check to see if you have the right sending unit for the oil pump.

MEMOBRILIA



Ford parts dept. Christmas wrapping paper from the '30's. It came in a roll with tissue to match. The square measures 6” and there are 12 to a sheet. This is from the editor’s collection.

EMAIL BAG

Dave Gunnarson

Hershey is an amazing place to find treasures, but so is eBay. Here is a trucking gem for sale on eBay. Bidding is up to \$4,500 with four days remaining. I've included two pictures from the eBay listing. According to the listing, it's a 1937 Ford Motor Company Mobile Parts Showroom, one of only 27 that Ford contracted with Fruehauf Trailers to build to their specifications. They were assigned to the different sales divisions of the country and this particular unit was used in West Texas, and is painted for Universal Motors, Abilene, Texas. It would make a great touring support vehicle.



Bill Simons

This past weekend I changed out my original gas tank in my 34 Tudor and replaced it with a Bob Drake tank. I was getting a lot of fine rust silt in my fuel filter and when I looked in the tank, lots of rust everywhere. Not surprising for a 72 year old tank. I was concerned that this would be a difficult task because all the bolts involved were put there by Henry at the factory 72 years ago and I was sure there would be problems. I was surprised that everything came apart "relatively" easily after a good soaking with penetrating oil. The old tank slipped right out. Upon close inspection, there was plenty of rust but surprisingly very little water; perhaps an ounce.

I painted the new tank with POR 15 and then re-installed everything.



Only 2 minor problems. First, the filler neck on the Drake tank is not centered in the hole in

the gas tank cover, so that the rubber grommet that slides down the filler neck to the gas tank cover doesn't fit properly. Secondly, I wanted to re-use my original sending unit so I had to buy an adaptor kit from Drake for \$26.00. The sending unit hole on the top of the tank is made for an electric gas gauge, not for the hydrostatic gauge in the '34. The kit includes a neoprene gasket and an aluminum adapter ring about 1/4 inch high. The screw heads are beveled on the underside to fit into counted-sunk holes in the aluminum ring. The problem was that the holes in the ring were not counter-sunk, so the screws would not go down to be flush with the ring's surface. Not surprisingly, the adapter package was labeled "made in Taiwan". I decided to discard the adapter and use an electric sending unit with a float and hide the gauge under my dash, keeping the original gauge in the dash for that original look. The Drake tank has a front pick up tube that hot rodders use so I connected a standard 1934 flexible fuel line from the copper coated steel line running the length of the car, to the front pick up tube. I put duct tape over the open hole on the top of the tank and went on a test ride. Worked like a charm and no leaks. I have ordered the electric sending unit from Drake and I hope it fits better than the adapter. All I need now is a 36-37 gas gauge. Darn, ten months to Hershey!

Editor

As most of you know by now, my '36 Phaeton (the Bill Sutton car) has been sold. The story on the transaction is quite unusual.

Standing in line in the men's room at Hershey, I struck up a conversation with the chap in front of me. He was a Ford guy and liked '36's. He was from NJ and I asked him if he knew Bill Sutton (now deceased). "My Dad was a good friend of his and I must have ridden in your car - do you want to sell it?" Now, Sandra can not ride in the car because of her sore knees - the seat does not adjust, and I hardly drove it all summer. "I'll call you later for your price", he said. That night at the Penn Hotel we discussed what would be a high price, than I could come down. I gave him the price that night and he bought it!

During dinner that night with friends, the buyer exclaimed his good fortune to meet me. I later learned that Ken Gross was with him!

He flew to Manassas on his company plane and hired a limo to come out to drive the car and give me the balance. His mechanic and truck driver picked up the car. I learned that he owned over 70 cars and will preserve this car as history.

BACK PAGE PICTURE

The title of this Christmas scene is "Picking up Grandma" by the artist that does all the posters for the AACA Fall Hershey Meet, whose name I can not find.

Featured is a 1952 Mercury, BC-79, Station Wagon with simulated wood-grain transfers and heavy genuine Maple trim. 2,487 examples were produced. It came in an 8 and 6 passenger version. The wagon weighed 3,795 and cost \$2,834. The wood was dropped on the mid-1953 models. This was the year that Merc changed the body style and added features like suspended clutch and brake pedals and one piece windshield glass. The flathead engine was now rated at 125 hp.

The car in the background is a 1950 DeSoto, 9 passenger, Suburban of which only 623 were produced.

SELL/WANT

Sell : The NVRG Calendars are printed and are fantastic! Wonderful job by Ken Burns. Contact him for your copy for only \$15.



Wanted -American Austin Bantam Roadster as produced in Butler PA. 1932-1939 any lead appreciated. Nick Arrington Manassas VA. 703-966-8422 or ntarrington@hughes.net

DONATED ITEMS FOR THE NATIONAL MEET

Thanks to the following members that have donated items for the Chinese Auction:

Bill Selley - Complete set of "Ford Life" -L. Sorensen

Mike Gall - 1932 Ford Anniversary pedal car (new)

Ken Burns - 1932 Ford belt buckle

Cliff Green - 3x5 Quaker State Antifreeze banner

3x5 1934 Richfield Gasoline banner

Tom Shaw - Two Jim Beam Antique Car bottles (Full)

The National raffle chairman, Dave Gunnarson, is seeking donations from members, vendors and companies.

NATIONAL MEET UPDATE

Co-Chairman Cliff Green and Hank Dubois, with Sandra and Cindy, met with the hotel staff to sample the banquet food at the Meet hotel. We came away very impressed with the food presentation and the choices. The table setting, service and presentation will be in Hyatt tradition. Participants will not be disappointed.

John Girman reposts 144 registrations thus far! The banquet center pieces are being made. Letters are being mailed to vendors requesting donations for the Meet. The Cross Farm BBQ is finalized. The bus tours are finalized. Check out our web site www.nvrg.org for further information.

Raffle tickets for the engine, tool box and V8 diamond necklace would make good stocking stuffers - see the web site for details.

Robert B & Wesley Gregg

November 13, 2006

211 Peirce Road

Wilmington, DE 19803

302-652-2999

rgreggcpa@earthlink.net



V8's owned: None presently

IT'S DUES TIME ONCE AGAIN -

PLEASE SUBMIT \$15 MADE OUT TO

Northern Virginia Regional Group and mail to

Jim McDaniel, 7112 Ayers Meadow Lane, Springfield, VA 22150

You must belong to the National to be a member on any RG

NAMES (INCLUDING SPOUSE) _____

Fill in parts that have been changed

ADDRESS: _____

CITY/STATE.ZIP _____

TELEPHONE _____ EMAIL ADDRESS _____

CARS OWNED _____

If you do not want to cut this out, use any note paper with info.



V8 CALENDAR NVRG



There will be no membership meeting or board of director meeting in December

January

- 9TH - Membership meeting - Ken Burns will discuss photography of your car in preparation for the 2008 calendar Refreshments TBA
- 20th NVRG GARAGE TOUR – We will visit Jasaan Javaras garage in Fredericksburg, eat lunch on the way north with a visit to the new Marine Corps Museum in Quantico. More info in the January VC
- 30th Board of Directors meeting – the first meeting of the new Board will discuss plans for 2007.

February

- 13TH Membership Meeting – Dave Gunnarson will give a presentation about AIRSHIPS and Ford's involvement.

Look for tours to Ken Gross's garage, and the new Air Traffic Control facility in Warrenton.

Presentations for 2007 will include: wood graining, shock absorbers, instruments, horns, suspension, judging standards, plus TBA. We look forward to an interesting year with John Sweet as Programs chairman.





BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: **Dave Gunnarson** 703-425-7708

Vice President: Eric Sumner	703-709-4164	Programs: John Sweet	703-430-5770
Secretary: Jim La Baugh	703-573-9285	Property: Frankie Martin	703-928-7136
Treasurer: Greg Mensinger	703-893-5644	Activities: Dave Westrate	703-620-9597
Membership: Jim McDaniel	703-569-6699	Historian: Don Lombard	703-690-7971
Tours: Leo Cummings, Hank Dubois	703-476-6919	Newsletter: Cliff Green	703-426-2662
Past President: John Girman	703-242-1459	Web master: helenandken@verizon.net	

Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA. Check the newsletter for occasional alternate sites.



FIRST CLASS MAIL

**Regional Group 96
Early Ford V8 Club
Post Office Box 1195
Vienna, Virginia, 22183**