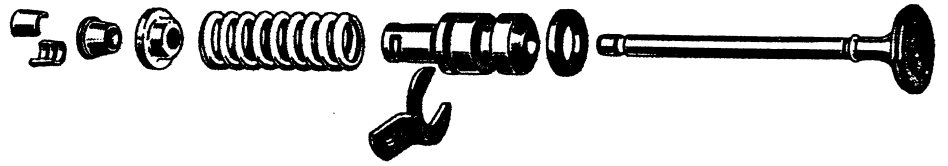




Valve Clatter



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

www.nvrg.org

Volume XXXI, No. 3

March 2009

Jim LaBaugh Editor

Old Car and Train Day

For many years, **Clem and Sandy Clement** have opened their home in February for Old Car and Train Day. This gathering is a favorite for families as young children are able to play with the trains Clem sets up in his garage, next to his Packard and '60s Mustang, while those young at heart marvel at Clem's collection of vintage trains in the room above the garage. Meanwhile in the yard, Clem's '39 Ford Pickup is joined by the iron chariots of old by which some of the visitors have made the annual pilgrimage. The social atmosphere is greatly enhanced by a table groaning under the weight of appetizers, finger foods, and deserts brought by the visiting faithful to share with one and all (*continued on page 3*)





March 2009

Lately I find myself looking out the window for some early signs of Spring, every day I look, nothing yet. But it's coming. I know this from the other signs I've come to associate with the Winter thaw. For me, one of those signs is Clem's Train Day. The old cars on the lawn, the little kids play area in the garage, the smell of a table full of food wafting from the kitchen, and that unmistakable click-clack, click-clack, click-clack, coming from the big kids play ground up above the garage. And in the middle of it all, there was Clem, grinning ear to ear. As in years past, **Clem and Sandy Clement** open their home to any and all who are interested in old cars, old trains, old jokes, and friendship, old or new. Yep, for me the Clement's annual Train day in late February is one the signs Spring is coming.

At our March membership meeting, John Sweet has arranged for a spokesman from the Virginia Old Car Council to come and speak to our club about their organization and the importance of staying aware of the laws that affect our hobby. More importantly why we need to take an active role when lawmakers try to pass bills that are detrimental to the enjoyment of our hobby.

Another sign of spring is our trip to Fredrick MD. for the 37th Annual Sugarloaf Mt. Indoor Parts Meet in the later part of March. Dust off your swap meet shoes and start making your list of those hard to find items, they just might be there. Look for further details here in the Valve Clatter.

The Board of Directors is hard at work revving up for the new year and many plans are already underway for tours, programs, and other activities that make our club fun. **Dave Westrate** has already had a preliminary meeting with the City of Fairfax to make our car show even better than before. I would like to welcome **John Ryan** to the Board of Directors. John will be taking on the duty of Treasurer this year. I would also like to thank **Jim McDaniel** for his service as Membership Chairman. Jim has stepped down but is still going to keep us inline; his Police Cruiser is always a regular part of our tours and events. And finally, Congratulations to our Editor Jim LaBaugh for Third Place in the V8 Times Newsletter Competition. Kudos Jim!

Need a good gift for a car buddy? Ken Burns still has some NVRG Calendars for sale.

Eric Sumner

ATTENTION:

Winter weather is here, so if Fairfax County schools are closed or let out early the day of our meeting, our meeting site also is closed and the meeting is canceled.

Old Car and Train Day (continued)

Among the visitors was this rare Mercury pickup.



Many club members visited throughout the day including: Dave Gunnarson, Chad and Evelyn Coombs, Jim and Char McDaniel - son Mason and grandson, Ken and Helen Burns, Jim LaBaugh, Rob and Susan Doudrick, Jim and Edna Cross, Art Zimmerli, John and Patty Girman (with their '53 Ford Victoria, and a few more. The house was always full of guests from the neighborhood, the Model A club, and Clem's train crew. Clem's train crew is the one responsible for the running train display around the tree on the National Mall during the holiday season. One of the highlights of the tour is the tale Clem tells in the train room about the collection. His narrative is as expansive as the collection and the layout. Thanks to members Clem and Sandy Clement for a wonderful afternoon.



Flathead V8 Memories

By John Girman

My earliest memory of a flathead V8 was the black 1940 Ford Tudor sedan owned by my mother and father. I'm fortunate to have descended from the Ford side of the family so it is not surprising that this is also my first memory of a particular car. It was August 1949 and I was four years old. My family (father, mother, and two sisters) were going to my grandparents house to pick some apples in their orchard. As we were going up the hill near my grandparents' house, a car came over the hill left of center and sideswiped our Ford. Because we were tucked down in the back seat, none of us kids saw the car coming but we sure heard the collision and felt the effects as we were tossed about---no seat belts in those days. The front fender of the Ford was crumpled and the side suffered major creases but it continued to serve the family until a replacement was found: a 1947 Mercury four-door sedan. One of my lasting memories of the 1940 Ford is how cold it could be in the back seat of that car. For some reason, the heat from the heater could never make it over that bulky front seat and we kids would never get warm until just about the time we arrived wherever we were going.

The 1940 Ford was purchased in 1942 from a guy at my dad's work and was used throughout the war. During the winter of 1943, it was stored in my grandfather's barn. However, while my dad was in the Army Air Corp, my mom drove it. She used it to visit my dad while he was stationed at Durham, NC and Dayton, Oh, which meant saving a lot of gas ration coupons. My mom says it was a great car. Interestingly, when they went to get it titled, they found that it didn't have the correct engine. Instead of the expected Ford engine, it had a Mercury engine, which led to speculation that it had been purchased as a police car.

The picture shows my dad driving the 1940 ford with a trailer attached. Riding in the trailer are my two sisters, a cousin and me. I think the occasion was when we were moving. I don't think that's a sight you'd see today.



Tech Tip - Digging for Gold in Dearborn The Benson Ford Research Center



by Dave Gunnarson

Knowledge is king in many facets of life and the old car hobby is no exception. I'm always impressed by the person who can lean over a spread of parts on a table at Hershey and identify the year and application of parts that all look pretty much the same to me. Fortunately, there is a place to go if you are really stuck trying to restore your vehicle to As Henry Built It and only have a part number to go by and no illustration or picture to serve as a guide or perhaps you just have to know what Henry Ford and his designers, engineers and assemblers really created. That place is the Benson Ford Research Center in Dearborn, Michigan. Located in the same complex that houses Greenfield Village and the Henry Ford Museum, the Research Center is free and open from 9 am to 5 pm on weekdays.

In this article I will try to explain, based on my visits there, how to best use this resource to obtain information from parts drawings, point out some limitations and provide suggestions to help set your expectations should you choose to take advantage of what they have to offer. The scope of this article is limited to parts drawings but the Research Center has many other resources such as photos, books, and so much more. Their web site, www.hfmgy.org/research, contains additional information on their collections that is beyond the scope of this article.



The first step is to understand what they have and how it's organized. The Ford Motor Company engineering parts drawing collection consists of microfiche copies of the original blueprints. During the 1940's, Ford Motor Company copied all of their parts drawings onto microfiche and destroyed the blueprints. Apparently, this was done to reduce storage space, extend the life span of the information since microfiche can last longer than paper, and as a guard against espionage during wartime production. The collection includes Ford, Lincoln and Mercury passenger vehicles and truck, military vehicles, tractor and Tri-Motor airplane parts drawings. The scope

of my experience, and this article, is only Parts Drawings for mid-1930's Ford vehicles.

Over one million parts drawings are available. The part drawings are stored on 4 x 5 pieces of 70mm microfiche in manila envelopes. The parts drawings covers 1903 to 1957 are while comprehensive are not complete. Since the parts drawings were used for various purposes, they have been broken down into several categories that provide different types of information including the following;

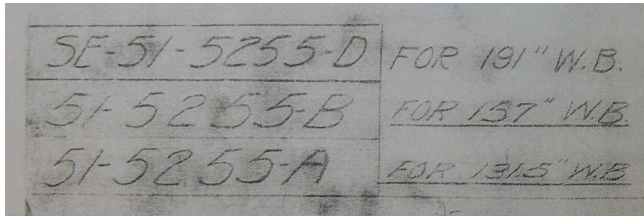
- 1) Assembly drawings show all components of each assembly and their individual parts, but show few, if any measurements. They are useful for identifying the engineering drawing numbers for individual parts and determining the correct positioning of the components within an assembly and in relation to the finished vehicle.
- 2) Individual parts drawings show the design, specifications and notations of an individual component within an assembly.
- 3) SK or Experimental Drawings are sketches used to develop new parts or show a side view of a vehicle with measurements of a specific part such as the passenger compartment. These drawings include notes and instructions made by Ford Engineers for the benefit of the managers and supervisors charged with assembling the vehicles.

Each drawing has a drawing number and the latest revision date noted in the corner. Some drawings provide measurements and some call-out assembly numbers to other part drawings. Revision dates vary, as some drawings were updated frequently and others went many years without revision.

The part drawings are organized by factory part numbers. You will need to know this number in order to search for part drawings. The parts drawings have prefixes that indicate the model and suffixes that indicate the engineering level or changes that have been made to the part. The drawings are arranged in groupings and the early V8 era is in the Post 1932 group. Let's use the water pump as an example. The base part number for most V-8 water pumps is 8501. This number is preceded by the model prefix such as B- , 18- , 40-, 48-, and so on. Versions of these parts are followed by the suffix -A, -B, etc. To find the right parts drawing it is important to know precisely what part number you need with the appropriate prefix and suffix for your model vehicle. On the other hand, it's also possible to use the library to find the differences that distinguishes parts, such as a 51-8501-C from a 51-8501-D, by comparing the drawings on the microfiche films. *(continued on page 5)*

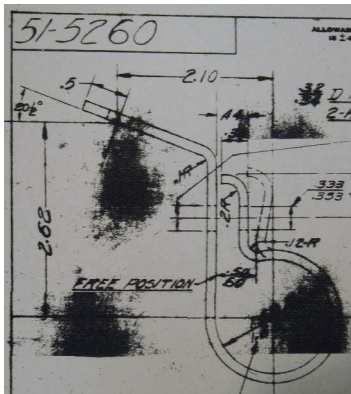
Digging for gold in Dearborn *(continued)*

Some of the parts drawings have notations such as engineering, service, obsolete, RECORD and other notations and it appears that the copying process included a wide range of sources. Fortunately they are all organized by their common part number so you may find three or four versions of the same drawing that were used in different places in Ford's operations. The quality of these duplicate drawings varies and they occasionally include notes and other information added to the base drawing that can provide useful information for a vehicle restoration. Another confounding issue is that some drawings cover multiple parts such as the tail pipe drawing title box shown in the accompanying illustration. I was looking for a 51-part drawing but didn't find one so I kept looking and opened up the film with a SE-51- prefix. Some times mirror image parts are done on one drawing, so you need to know both part numbers and look for each one to find the other.



Once you have identified a microfiche film that has information you want, there are three options for taking the information home: make a copy on a self-service printer, copy it onto paper with a pencil, or have the Research Center make a copy for you.

Self-Service Printing. The self-service machine is a microfiche reader that projects the film image onto a large screen so you can read the drawing and it's connected to a standard printer. The microfiche reader is old, maybe early 1980's vintage, and the quality of the resulting prints can be disappointing. Some films just can't be reproduced because the image is just too light or too dark. The illustration of part 51-5260 illustrates some of the image processing problems. The black smudges aren't on the original but I got enough information for \$5 to make it worthwhile.



It takes 30 seconds to cycle the copier and make a single 8" x 11" print. A typical drawing may need 21 images to cover the entire drawing. I've done a drawing in as little as 8 and as many as 80 images. The largest drawing took almost one hour to copy. The price for making copies this way is \$5.00 per microfiche film, so the price isn't too bad. Large drawings often have two films and some have three (\$10 or \$15 respectively). The copy process requires alignment of the microfiche machine by corner hash marks on the viewing screen and you have to remember where two sides of the previous copy are located to set up the next copy image so there is some image overlap.

The larger the overlap, the more images are required to make a full copy of the print. The fastest printing is accomplished with a minimum of overlap on each page, but it's easy to leave a gap and not have a full copy of the original print and leave out some critical detail. Also, space in the copy room is very limited and you can't lay out all of the copied pages to make sure you have it all. Another consideration is once you return home, you have to take the time to tape the pages all back together to create the original drawing. Some of the images don't fit together well and the final product, at best, is a large sheet of paper with lots of tape and seams. To get a single sheet drawing you still need to go to a copy center and have them run a print on a large scale copier and that costs money too, so there's a time and money cost beyond the \$5 and time making the copies in Dearborn to consider.

Hand Copying. The best way to view the original drawing is on the self-service microfiche reader. For simple drawings, or to record information on certain aspects of parts such as dimensions or finishes, I found that copying the information into a spiral notebook or on loose paper was sufficient and relatively fast. There's enough room to place a piece of paper next to the machine or in your lap. For large drawings or where there is just a lot of detail, I found it best to make a copy by one of the other methods.

Full Service Printing. The price for having the Research Center make a paper copy or an electronic image is \$20 per microfiche film. Large drawings often have two films and some have three (\$40 or \$60). While this price may seem like a lot, the paper copy will be printed on one large page and will have a fair amount of digital manipulation performed by the staff person at the Center to provide the best quality drawing possible. Since you don't have to spend hours making copies, pasting them back together, and if time is more valuable than money, it may be best to have drawings you really want reproduced by the Researchers since it will definitely be far superior to the cobbled-together version from the self-service machine. One big disadvantage is you don't get to look at the choices *(continued on page 6)*

Digging for Gold in Dearborn (continued)

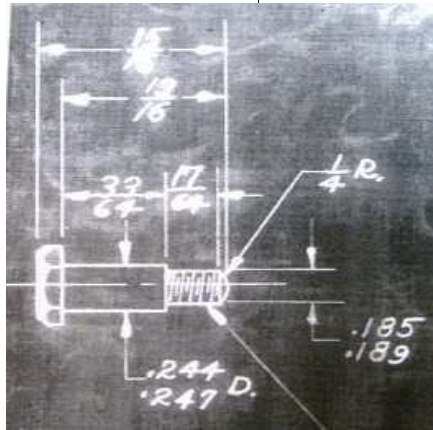
of films and must do it all over the phone or email. I have often looked further in the box and found a subsequent model year drawing that reproduces wonderfully containing a few modifications that I can ignore. I don't know how you could discover that over the phone. Also, there are often several microfiche drawings with an identical part number and by looking at each one, sometimes interesting information is revealed which can lead to selecting the most appropriate version to copy. I'm not sure this can be successfully accomplished by a researcher at the Center since they don't have your vision of what you want. Also, you won't be any wiser and won't know the difference. The best of all worlds is to visit the Research Center, identify the precise drawings (microfiche) you want and have them make the copies with their modern equipment. To me, the research process is one of visual discovery that only you can do while the reproduction is mechanical copying than can be done by others. Center Researcher time costs \$35 per hour and from my observations, they seem pretty busy all day long, so they aren't sitting around waiting for you to call. I spent a long time looking a films and doing the discovery process and would be hard pressed to pay the cost of someone trying to do that for me at \$35 per hour.

So now you know what's there and how to find it, here are a few practical things to consider. The Center is only open for 8 hours on weekdays. The reading room is very pleasant and hasn't been crowded when I was there and the staff has treated me wonderfully and has been of great help, but this is not like your local library. You can not bring anything into the library other than pencils and paper without special permission. I brought one of my parts books with me and had to sign a form identifying it as my property so as not to be accused of taking one of their books out when I left. You also must wear cotton gloves while handling the materials but they will provide them to you. You have to fill in forms for everything you copy and get permission for any images or to use any materials from the library for anything other than personal use.

You aren't allowed outside the reading room area, so you have to fill in a form requesting them to bring you the parts drawings box from the back rooms to you. They will bring out several boxes at a time, so you have to plan what you want to review in advance. There are 177 boxes of Post-1932 Parts Drawings, each containing around 2,000 to 3,000 microfiche envelopes covering a specific range of

part numbers. I was amazed to see that almost half of one box (Box 33: 5230 - 5270) is devoted to muffler clamp drawings! It takes time to dig through all of the envelopes, open them, look at them, and then put them back in the correct place in the box. I've never had eight hours pass so quickly since you have to find the part number microfiche envelope or most likely several envelopes, open each one individually, look under a magnifying glass, decide which one you want, or several, to take back to the microfiche viewer, and look them over. Then you have to decide to copy the information by pencil onto paper or to make a copy. Either way, it takes time to draw or write things on paper or make the photocopies at 30 seconds per page.

Realistically it takes 15 minutes to one hour per individual part. Of course, things speed up when the parts are all related and the information is contained on sequential films. I also found myself going in tangents as I discovered something that I didn't know about and started looking at other part drawings or realized that some other part was related and went off looking for that part drawing, so keeping focused can be hard. The time pressure is acute since Dearborn isn't just around the corner and arranging a trip there is a big deal and not easily repeated. Here is my advice for getting ready. Study the parts books and learn as much as possible, then make a list. Send a list of part numbers to the Research Center in advance and schedule a date. Bring a close-up magnifying glass you are comfortable using, paper and pencils. Realize that you might not get everything you want in one visit, so prioritize your needs.



Restoring a 1935 Ford big truck is a challenge because few people seem to have a genuine interest or desire to restore them to original condition, so for me, the Benson Ford Research Center is a goldmine of information. The best part of the whole process and the real benefit for the effort, is gaining knowledge. I was able to find a drawing for each of my truck exhaust clamps and many other parts that were just numbers to me before, and now when I got to Hershey, I've have a better chance of spotting a diamond in the rough. I also can be assured that my restoration will be the best possible and I can share the knowledge with others.

I have additional information about the library collections that I'm willing to share, so if you are interested, just let me know.

Note: The Benson Ford Research Center image and logo were provided by the Benson Ford Research Center with permission for use in this article.

Wavecrest – February Meeting program

By Ken Burns

Wavecrest is the largest Woodie-only car show in the world and is always held the third weekend in September at Moonlight Beach in Encinitas, California, located in northern San Diego County. Back in 2001 the stars were perfectly aligned and the Western National Meet was going to be held over the fourth weekend in September up in Santa Barbara. Cliff Green put together a group of couples who were interested in attending both events. Planning proceeded smoothly and we anxiously awaited the arrival of September 13th when most of us would fly out of Dulles on American Airlines bound for LAX. The plan was to rent a van, head down to Encinitas for Wavecrest, sightsee for a day or two and then attend the Western Meet before heading home. Fate intervened on the 11th and all of us put our dream of attending Wavecrest on hold.



Most of you know that back in September Helen and I took a trip out to Southern California to visit our son, daughter-in-law Tish and 20 month old granddaughter, Audrey. That's Helen's version, anyway. I would suggest that our trip was planned around finally attending Wavecrest. Actually, both versions bear some parts of the truth. My sister wanted to visit Chris and family also and had swapped a week at her NH timeshare for a week in CA. How could we resist free lodging a few miles from the Wavecrest site? We spent the week preceding Wavecrest seeing the sights in San Diego County. Chris and family joined us on Wednesday and on Thursday we toured the USS Midway museum in San Diego. Friday evening found us out in Escondido where we observed Cruising Grand Avenue, an event that occurs every Friday evening from early April to mid-October. Basically, the main drag (and abutting side streets) through downtown Escondido are closed off for 5 or 6 blocks in the late afternoon on Friday. If you have some sort of a pre-1973 special interest car that you feel like bringing out you just drive on over and find a place to park. There are numerous cafes/restaurants with

sidewalk dining to serve the 300-400 car owners and the estimated 5,000+ "lookers." Each week has a separate "theme" and we were there for "Nitro Night" featuring drag cars of the 60s/70s – quite an awesome sight and sound spectacle when one of them would fire up for a few minutes. The event is sponsored by the Downtown Business Association of Escondido and Kragen Auto Parts. For more info go to www.downtownescondido.com/cruisin.



The next morning we loaded up everyone and headed down the coast to Encinitas. It wasn't hard to find Moonlight Beach but finding a parking space was another matter. Chris and I dropped Helen, Tish and Audrey off at the show site and then cruised around looking for a place to park – think of it as walking from where you park at Hershey back to the Flea Market. After joining up with the women we set off to explore the wonders of Wavecrest. Basically, Wavecrest is a combined celebration of Southern California car and surf culture. The original organizers of the event were a few unreformed surfers who now had a little discretionary income and owned Woodies. I guess that's where all the "Old Guys Rule" stuff started. There more than a few "Old Guys Rule" bumper stickers around on the assembled Woodies. Ya gotta love their motto: "The Older I Get; the Better I Was." Like most shows Wavecrest has its own set of rules. In this case they're pretty simple: if it has real wood on it somewhere it's eligible; no vehicles or parts for sale; all makes foreign and domestic welcome; restored, original or under restoration; stock or modified; real, clone or phantom – basically Wavecrest is just one huge celebration of Woodies in any manner or form. The venue is absolutely stunning – the prime spots are on the pavement actually down on the beach but you've got to get there before dawn to even stand a chance of being in this prime location. After the primo spots on the beach are gone the next best place to be is in the public parking lot on the bluff above the beach – once these spots are gone folks begin parking on the road leading down to the beach. All told there are usually several hundred Woodies arrayed across the various areas. (continued on page 8)

Wavecrest (continued)



Taking a page from the Dave Gunnarson playbook Helen and I had some tee shirts made with a picture of our Woodie out at the Willowcroft Winery. I figured since I originally bought the Woodie years ago out in California I ought to make some sort of effort to bring it to Wavecrest. A tee shirt with the picture emblazoned on the front along with our names and Fairfax Virginia printed in large letters was about the best I could come up with. Chris thought the shirts were just some dorky idea

designed to embarrass him in front of strangers he'd never met and probably would never see again but later remarked that he was astounded at how many people came up to us and asked if it were our car, was it at the show, how long had we had it, etc? The tee shirts were our instant introduction to all the Woodie owners out there. As we wandered around we were made to feel like we were displaying a car even if it wasn't physically present.



Wavecrest is a little overwhelming just as visiting the Nick Alexander Woodie collection during his annual Open House is overwhelming. There are so many Woodies to see that it's hard to know where to start. Our approach was to wander down to the beach first and then work our way back



up. What struck us was the amazing variety of cars there. Even though Fords/Mercurys were the single most predominant make, there were nearly as many non-Fords on display. They ranged from Hudson to Willys to International Harvester to the GM quad of Chevrolet/Pontiac/Oldsmobile/Buick. Mopars included Dodges and Plymouths and a nice assembly of Town and Countries, both open and closed. Rolls Royce and Bentley "Shooting Brakes" added class for those with tastes that ran



to more exotic brands. My estimate is that probably half the Woodies there are driven fairly regularly and had been modified in one manner or another – probably the most common modification was new rims, radial tires and dual exhaust. Sun roofs also seemed to be popular with five or six cars displaying some sort of sun roof. It doesn't matter



whether your restoration is just starting, partially done, complete or not even contemplated yet – if you can drive your Woodie you bring it out to the show – as you might guess, given these "rules" there were original cars in need of restoration, cars that were basically "barn fresh" complete will all

the dents, scrapes and bruises accumulated over decades of use, cars without windows or upholstery, and those still in primer. (continued on page 9).



Wavecrest *(continued)*



From my point of view some of the more interesting Woodies there were the 1941 Ford that was pictured on a US postage stamp a few years back, a beautifully restored 1939 Pontiac belonging to Grand Canyon Airlines (restoration photos and the history of this unique vehicle are at: <http://www.hotrodscustomstuff.com/39-woodie-01.html>), a clone post-war Sportsman on a S-10 chassis, a



PT Cruiser-based Town and Country, a pair of 1942 Fords – one completely unrestored but certainly not a Rouge car; the other a car that had had an aluminum roof installed over the original fabric roof back in 1946, a post war Oldsmobile with a jungle cooler A/C jutting out the rear



door on the passenger's side, a subtly but extensively modified shoebox '51 Ford with black paint that looked about a mile deep, an under-restoration Town and Country

convertible, a nicely restored Hudson, and a shoebox '51 modified as part of the Monster Garage TV series.



My writing skills are totally inadequate to describe Wavecrest fully and in complete detail. It's sort of like trying to describe going to Hershey – where do you even begin. Space precludes me from putting all the 100+ pictures in the Valve Clatter but I'm working on posting them on our website where you can get a better appreciation for just how awesome Wavecrest is. Even Helen and Tish said it would be worth going back again sometime!



For Sale

For sale - **1937 Ford pickup**. Excellent shape. Tan with black fenders. New paint, tires, new bed, upholstery. Has a '40 engine but is otherwise in very good original condition. Call for more info. Lin Bourne, Falmouth, VA. 540-373-1954.

March Program, Tuesday March 10, 2009

The meeting program this month is a presentation by a representative of the Virginia Old Car Council. This group keeps track of laws that affect our hobby. It informs legislators of problems with laws under consideration that are detrimental to the enjoyment of our vintage vehicles.

Welcome

Please welcome new members **Warren Barbee** of Purcellville, VA - owner of a '50 Tudor Custom, and **Don and Dianne Rhynalds** of Bealton, VA - owners of a '32 5-window coupe.

Also, **Jim Nice** writes "For the past two years, **Kathy** and I have been in the process of adopting a little girl from Haiti. She is finally here! Her name is **Journalda** and she is 5 years old. We brought her home on January 28th. She is adjusting well and doesn't mind the cold weather. She likes playing with Jason, and Jason is enjoying his new role as big brother. The picture of us next to the '51 was Jason's idea: we did a similar picture when he was born."



Ladies Ford News

Dorothy Dignam's column for the February 1938 issue of Ford news was "We hopped from bike to Automobile." In her column she noted "Just thirty-eight years ago, February 1900, *The Women's Home Companion* published what was probably the first magazine survey of womenfolk and their new fad, the auto-buggy."

"There were only about sixty-five women in the whole country who could propel an automobile in 1900. Today we have 10,000,000 women drivers. Here are illuminating excerpts from the article:"

'Women have taken possession of the automobile quite as quickly and absolutely as they did the bicycle.'

'There are at present in Chicago twelve ladies who are entitled to classification as full-fledged auto operators since they regularly make trips about the city unattended. In New York City there are twice as many. The city of Philadelphia has two or three feminine automobilists, and upward of a score of other ladies are to found in the smaller communities throughout the country.'

'The general popularity of the automobile with American women may be said to have dated from the summer of 1899 when the use of the vehicles became a recognized diversion at Newport. A number of ladies rapidly attained to proficiency in the management of the vehicles and the entire country opened its eyes in wonder.'

'In compliance with a demand from prospective lady customers, several manufacturers have opened academies where instruction is given in the operation of the motor carriages . . . and a number of the larger cities have opened the public parks to the horseless carriages.'



Marketing ads appeared in Ford News that featured women's point of view in vehicle selection, such as the ventilation system pictured above, from January 1940.



NVRG Calendar



March

10	Membership Meeting - 7:00 pm - Nottaway Park - Program: VA Old Car Council Refreshments: Nick Arrington
27-28	Frederick, MD – Sugarloaf Mtn. 37 th Indoor Parts meet, Frederick, MD Fairground http://local.aaca.org/chesapeake/ShowFlyers.htm
30	Valve Clatter deadline - send items to Jim LaBaugh (jlabaugh@verizon.net)
31	NVRG Board of Directors meeting - 7:30 pm @ Oakton Library

April

2-5	Charlotte, NC, AACA Spring meet, Charlotte Motor Speedway
14	Membership Meeting - 7:00 pm - Nottaway Park - Program: To be determined Refreshments: Mark Luposello
22-26	Carlisle, Pa - “Spring Carlisle and Collector Car Auction”
28	NVRG Board of Directors meeting - 7:30 pm @ Oakton Library
30	Valve Clatter deadline - send items to Jim LaBaugh (jlabaugh@verizon.net)

May

2	NVRG Annual Poker Run
12	Membership Meeting - 7:00 pm - Nottaway Park - Program: Steve Pieper - racing on the Salt Flats Refreshments: Art Zimmerli
16	NVRG Annual Car Show, Fairfax City, VA
26	NVRG Board of Directors meeting - 7:30 pm @ Oakton Library
29	Valve Clatter deadline - send items to Jim LaBaugh (jlabaugh@verizon.net)

Down the Road

June 6, 2009 - 52nd Annual Antique Automobile Meet. Hosted by the Historic Fredericksburg region, AACA. Caroline Street, downtown Fredericksburg, VA. Contact J. Brown at (540) 372-6896
2009 Eastern National Meet, Hartford, CT June 24 to 27, 2009

ATTENTION:

Winter weather is here, so if Fairfax County schools are closed or let out early the day of our meeting, our meeting site also is closed and the meeting is canceled.



Board of directors
Northern Virginia Regional Group



President: **Eric Sumner** 703-860-1916

VP & Programs:	John Sweet	703-430-5770	Calendar:	John Girman	703-242-1459
Secretary:	Cliff Green	703-426-2662	Property:	Frankie Martin	703-973-1376
Treasurer:	John Ryan	703-281-9686	Activities:	Dave Westrate	703-620-9597
Membership:	Dave Gunnarson	703-425-7708	Historian :	Don Lombard	703-690-7971
Tours:	Leo Cummings	703-866-9707	Newsletter:	Jim La Baugh	703-573-9285
Refreshments:	Greg Mensinger	703-893-5644	At Large:	Hank Dubois	703-476-6919
Past President:	Dave Gunnarson	703-425-7708	Web master:	helenandken@verizon.net	

Mark your calendar!
The March Meeting is on
Tuesday March 10
at 7:00 pm in the historic Hunter
House, located adjacent to the tennis
courts, Nottoway Park, Court House
Road, Vienna, VA



(Library of Congress photo)

March program: [VA Old Car Council](#)



FIRST CLASS MAIL

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