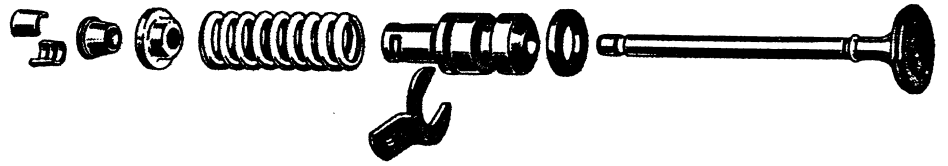




# Valve Clatter



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

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

Volume XXXI, No.9

September 2009

Jim LaBaugh Editor

## Stephens City Drive-In Movie Night



(story on page 3)



## *September 2009*

The heat of Summer is in full swing and our Flatheads are well aware of it. Trying to keep a Flathead V8 cool can be challenging at times. Trying to keep your V8 cool as well as yourself on a long trip in this weather is something very few will submit themselves to. That is just what a handful of brave V8er's plan on doing as they caravan out to the Central National Meet in Auburn Indiana the last week of August. Once there, this group of devotees will also be treated to a visit to the newly opened phase one of the Early Ford V8 Foundation Museum. Filled with donations from all over the country, it's sure to be the ultimate Flathead Ford Museum. I can't wait to hear the tales of the journey.

Once again I would like to ask you to think about serving on the Board of Directors. We have a few positions that need to be filled and we would like to see some fresh faces on the Board with some fresh ideas. We have a great time on the BOD and anyone is welcome to join in. If you have an interest, please contact myself or any of the current members on the Board of Directors.

There are some great touring opportunities coming up soon so check the calendar and get your V8 ready to run. One of particular interest is the tour to the Marshall Ford Dealership in Marshall VA. It's one of the oldest Ford dealers in the nation celebrating their 95th year in business. The current owner would like to have some old Fords on display for the day during Marshall's Heritage day celebration. If you would like to bring your V8 to display, please contact Tours Director Leo Cummings.

Is it too early to start thinking about Hershey? It will be here before you know it.

*Eric Sumner*



## Stephens City Drive-In Movie tour

Nostalgia is one of the interesting aspects of being a member of the Early Ford V-8 Club of America and what could be more nostalgic than a journey down memory lane to a Saturday night double feature at the Drive In Theater. In this case the memory lane was the highways and byways of old Virginia from Fair Oaks Mall to Stephens City. In the caravan were David and Norma Blum ('39 Lincoln Zephyr Fordor), Hank and Cindy Dubois ('35 Three-Window Coupe), Frankie and Larrie Martin ('51 Custom Tudor), new members Michael and Eileen Kozac ('39 Five-Window Coupe), Ken and Helen Burns ('41 Super Deluxe Station Wagon), Jim and Char McDaniel ('51 Custom Tudor), tour directors John and Patty Girman ('53 Victoria), Don and Tina Lombard, John Sweet, Rick Parker, and Jim LaBaugh. The group traveled along West Ox Road, Lee Highway (Route 29) - through the Manassas Battlefield National Park, John Marshall Highway (Route 55), 522/340 in Front Royal, 277 in Double Tollgate, and Town Run Lane in Stephens City.



After check-in at the hotel in Stephens City, the group drove a short distance up the road to the New Town Tavern where we were met by Bob and Jane Helms in their 1950 Mercury Sports Sedan. Good conversation and food in a comfortable setting was enhanced by the view of the vintage V8s receiving much attention from the crowds convening on the ice cream stand at the edge of the parking lot.



The heat and humidity of the day began to give way to cooler drier conditions as the evening meal concluded and our intrepid

caravan made its way to Dalke's Theater Family Drive In on Route 11 just one mile south of Stephens City.



A poll of the Flathead Ford Faithful resulted in assembly in a line facing Screen #1 – which features G and PG films – on this night *Ice Age: Dawn of the Dinosaurs* and *Planet Earth*. Screen #2 was behind the group -which features PG-13 and R films, and, of course, a snack bar is on the border between the parking areas of both screens. The Vintage V-8s definitely contributed to the Drive-In nostalgia as many families wandered by to view the vehicles. Many were delighted to learn that Jim and Char McDaniel's '51 Custom Tudor black and white police cruiser may be on the screen this summer in the Renee Zelwiger film 'My One and Only.' While placing the speakers on a window can provide the true Drive-In experience of olden days, most people sit on folding chairs in front of their cars, or on their pickup beds, listening to the soundtrack on the radio. By the time the second feature began, a few jackets and blankets marked the cooler temperatures that were a nice contrast from the hot drive on a summer's day.



(continued on page 4)



**Drive-In Tour** (continued)



After a good night's rest, the next day's activities began at mid morning with a drive to the Virginia State Arboretum. A drive along its gravel road took the group through groves of trees and gardens before joining the paved path back to Route 17/50. A few miles later, it was off the highway again to visit Long Branch Plantation. John and Patty Girman arranged for a tour of the mansion in advance of the usual opening at noon ([www.historiclongbranch.com](http://www.historiclongbranch.com)). The grounds and the building had been owned by Lord Culpepper, Lord Fairfax, and others before a restoration to former grandeur was undertaken in the late 1980s by Harry Z. Issacs, a Baltimore textile executive and thoroughbred horse enthusiast. Most of the furnishings date from the 18<sup>th</sup>

and 19<sup>th</sup> centuries, and interspersed are Mr. Issacs many horse-racing trophies. Today the manor house is managed by the trust Issacs established before his death and it is available for weddings and seasonal events, such as the Hot Air Balloon Wine and Music Festival held in mid-October. The three story circular staircase is a common setting for photos, and our group was able to climb the stairs to the Belvedere on top of the house for a fantastic view of the adjacent gardens and spacious grounds.

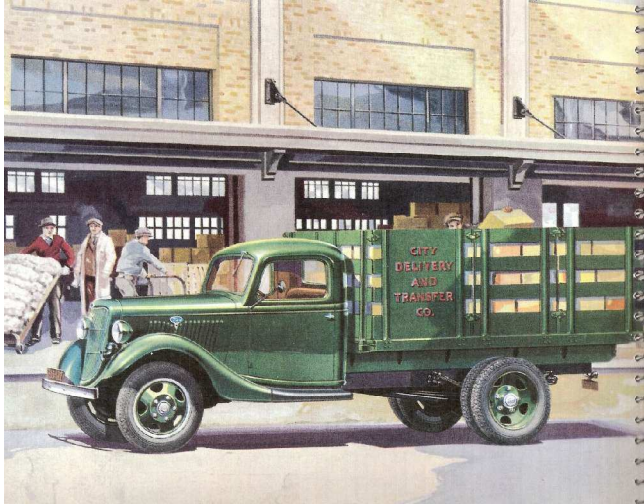
Just before the final turn for home, the group traveled to Berryville for lunch at the charming Main St Bistro. Among the notable discussions over lunch, was Michael Kozac's tale of his '39 5-window Coupe, which has been in the family since its original purchase new in 1939. It was one of the early '39s as evidenced by the recessed hood release (*photo on page 7*). In one of its incarnations, it was a hot rod in his teen years. Now he has worked on it to get it back to the way Henry intended it to be right off the factory floor, and it looks great on tour too. Thanks again to **John and Patty Girman** for another wonderful nostalgic tour.



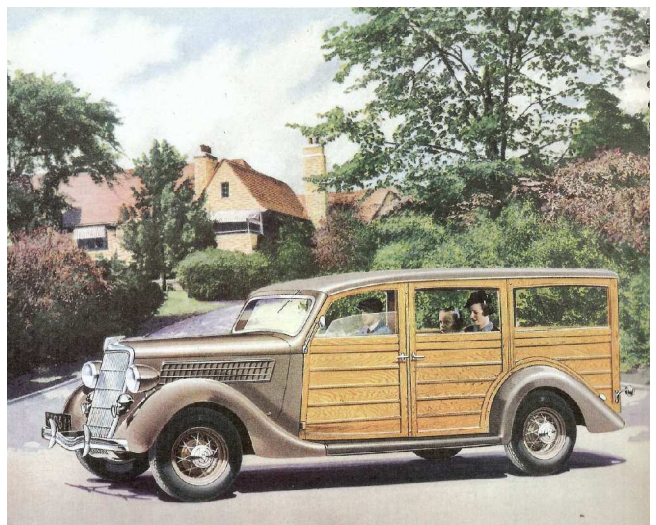
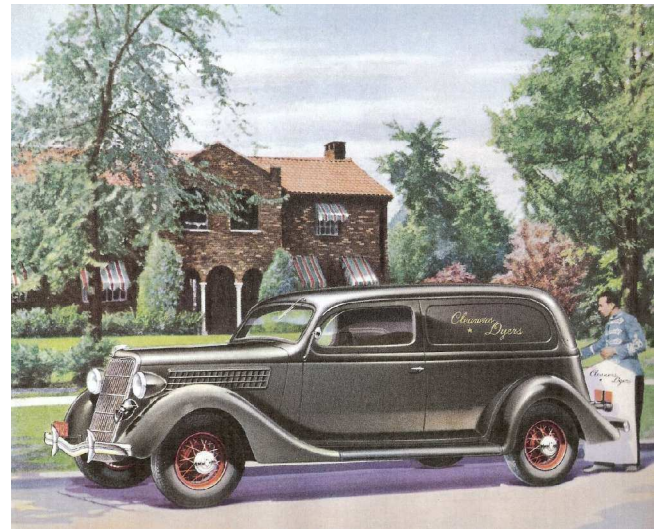
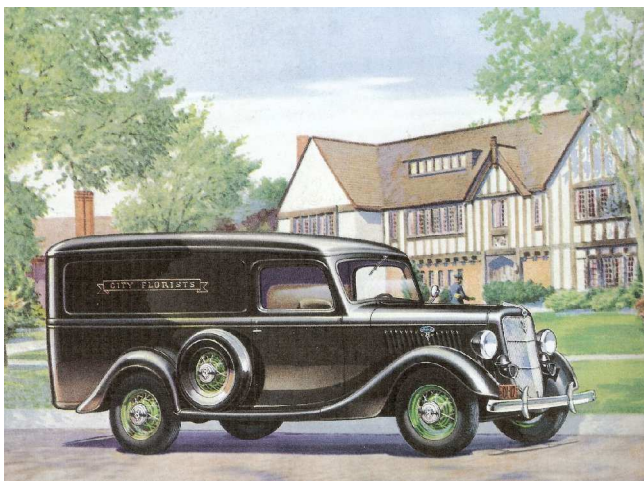
## The 1935 Ford Trucks

by Chad Coombs

Even though downsizing my automobile ephemera, I could not resist buying a 114 page Ford Truck Dealer Presentation Book at the Berryville Steam Show. This is a wonderful book, with many detailed illustrations of truck components along with tables of data and fine color plates. It turns out Ford Trucks for 1935 underwent a massive product improvement program, as did all other Ford products for that year.

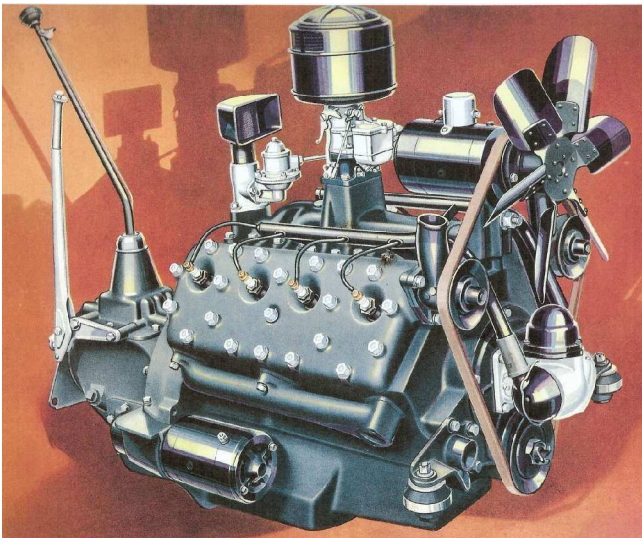


Ford truck offerings included the Type 51 one and a half tonners in two wheelbases of 157 and 131 and one half inches and the type 50 Commercial Car chassis of 112 inch wheelbase. Type 51 long chassis offerings included stake, platform, chassis with closed cab and driveaway chassis versions. The short Type 51 chassis added a Panel Truck and a shortened frame chassis for dump trucks in both chassis with cab and driveaway chassis versions. The Type 50 chassis offered pickup, Panel Delivery, De Luxe Panel Delivery, Sedan Delivery and Station Wagon, driveaway chassis and chassis with cab.



In the Type 51, the V8 engine was moved forward 8 and one half inches, providing more room in the cab and 6 and one half inches more payload space. (Continued on page 6)

## The 1935 Ford Trucks *(continued)*



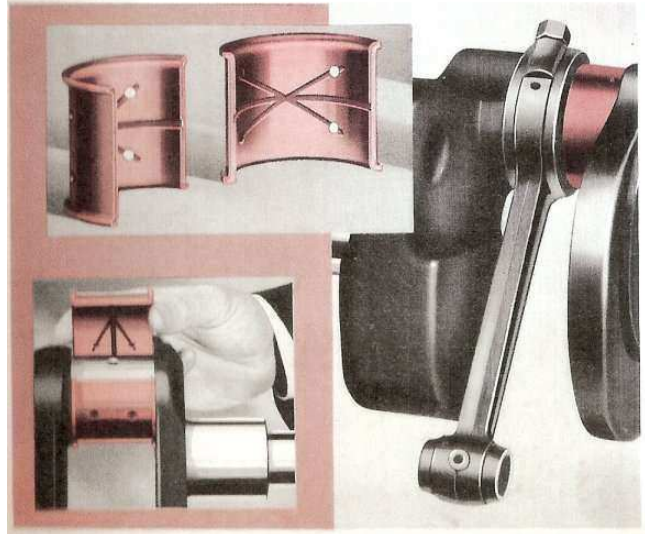
A new engine block casting gave better crankcase ventilation. Interestingly, the rods that shared a crankshaft throw also shared a common bearing, on which the rod journals rotated and the bearing itself rotated on the crankshaft. The cast iron intake manifold was new. Engine cooling benefited from 15% more radiator surface plus a larger six-blade fan and a new water pump. The front traverse spring was moved to the front of the axle and all springs were lengthened. The Model B engine was dropped. Fenders were painted body color at no extra cost. The 15 gallon fuel tank was located under the driver's seat and filled from within the cab. Ford's two millionth V-8 was built on June 13, 1935. Ford sold more trucks in 1935 than Chevrolet. Trucks generally were smaller then. The maximum gross vehicle weight listed for a Type 51 tractor, with suitable extra cost tires and auxiliary springs was only 17,000 pounds. But, we all know that Ford trucks then were often overloaded and survived well in service. Ford built them with a useful margin of extra toughness.

The Type 51 Ford Stake truck cost \$675 F.O.B. Detroit in the short 131 and one half inch wheelbase and \$735 in the long 157 inch wheelbase, which was a lot of very useful truck for the money. The Type 51 Panel Truck cost \$760, plus extra for dual rear wheels and tires and wide rear fenders. The Type 50 Commercial Car Station Wagon and the 112 inch wheelbase (car) cost \$670, weighed 2,896 pounds, about 4,500 were built, most in Cordoba Gray. The Pickup cost \$480 and featured a steel floor in the 69 inch long and 48 inch wide load space. The Panel Delivery cost \$565. The De Luxe Panel Delivery cost \$580, but included a fully lined and insulated interior, twin horns, and chrome on the mirror fittings and wiper arm. Special Accessory groups included bumpers, spare tire and tube and lock, heavy duty cooling, generators and battery, power take off (4 speed), frame extensions, sliding rear windows,

a spotlight and dash gauge upgrades to add temperature and oil gauges. Features included separate parking brake linings at rear within a drum common with the service brakes, opening windshield, full floating rear axle and four-speed non-synchro spur gear transmission in Type 51. Outside vendors supplied a wondrous range of products for these Ford trucks, including truck bodies, heaters, dual rear axles and the like. [I used data from the Crestline book "Ford Trucks Since 1905" by James K. Wagner, 1978 for this article.]

### CONNECTING ROD BEARINGS

The heavy-duty connecting rod bearings are of the "floating" type, made of high-lead bronze with a steel core. Each insert has two bearing surfaces, one between the bearing and the crankpin and the other between the bearing and the connecting rod. This doubles the bearing area. The life of the bearing is greatly increased, because inserts are free to rotate. The full bearing area of each crankpin is available to each connecting rod, distributing the connecting rod thrust over the entire bearing surface of the crankpin. The bearings themselves are made of bronze and lead over a steel core. The bronze and lead do not dissolve in one another to form an alloy, but small particles of lead are uniformly distributed throughout the bronze. The bronze gives the bearing high structural strength to retain its shape and carry the load. The lead gives the bearing high anti-friction properties, with a degree of self-lubrication. Pressure lubrication maintains an oil film on both the inner and outer surfaces of the insert. These bearings will stand up under full-throttle operations and are highly resistant to burning out, pounding out and spalling.



## V-8 Email

### Resto Progress

This is what my Cabriolet looks like now - body is done except for final paint. Next step is to bring it back to my place to mount fenders, running boards, hood, etc. for final adjustments. After that, it will come apart again for metal finishing and final priming of those parts. After that it's final painting of everything and then I get to put it all back together again! - *Hank Dubois*



### '42 Ford Sedan Coupe crosses the equator

Some years ago I bought a 1942 Ford Sedan Coupe with the intention of restoring it some day. The car had begun life in North Dakota. Given that North Dakota had very few paved roads in the forties, the car was surprisingly free of mud in the under carriage. The car was equipped with a sturdy trailer hitch indicating its use as a tow vehicle. Time



went by and I realized I was not going to get the restoration done. I spotted an internet ad on "Ford Barn" placed by a man looking for a project car. I offered the '42 as a project and got an immediate reply. I found out the man was in New Zealand and he arranged to look at the car while in the States for 2008 Hershey. He did come to Stuarts Draft where the car was stored and decided he wanted the project. He explained that there were no '42 model cars in New Zealand since the country had been on a war footing for World War Two since 1939. Time went by and exchange

rates and shipping costs went up and down. In July the buyer decided the time was right and the car started its long journey to New Zealand via the Port of Baltimore – *Bob Wild*

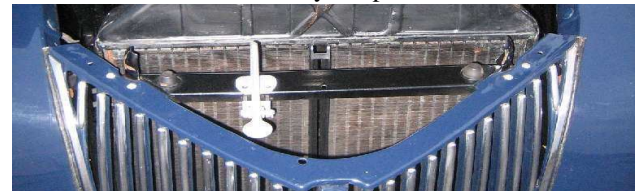


## Welcome!

Michael and Eileen Kozac  
Arlington, VA  
'39 5-Window Coupe



Recessed hood release – early '39 production run car.



## Ladies Ford News

Dorothy Dignam and Margot Sherman were not the only women contributors to Ford News. Geraldine Sartain featured a woman in the Ford work force in her November 1940 column "Fair Business."



Miss Maude Lennox (left) interviews Sally Powers, one of the Fashion Show models in the Ford Playhouse.

*"Maude Lennox is a young woman who carved a career for herself from an idea she hit upon while riding in her Ford V-8 Coupe. Her idea was to organize a personnel service for world's fair exhibitors and to supply them with the perfect person for each of their highly specialized jobs. It worked!"*

*"She was working as one of the executives before the fair opened when she thought of organizing her personnel service for the exhibitors. For months she had watched the parade of persons applying for jobs at the various exhibits while weary managers interviewed countless thousands, a majority of whom could not fit the qualifications required."*

*"Her plan was simple. She would offer to survey the personnel needs of the various pavilions. Armed with a knowledge of each type of person wanted, she would capitalize on her experience and contacts to furnish hand-picked applicants for the jobs. Previously she had developed the personnel department of the Philadelphia Regional Planning Board, headed a Shakespearean company and had a wide range of varied experience that fitted her especially for putting over this new project."*

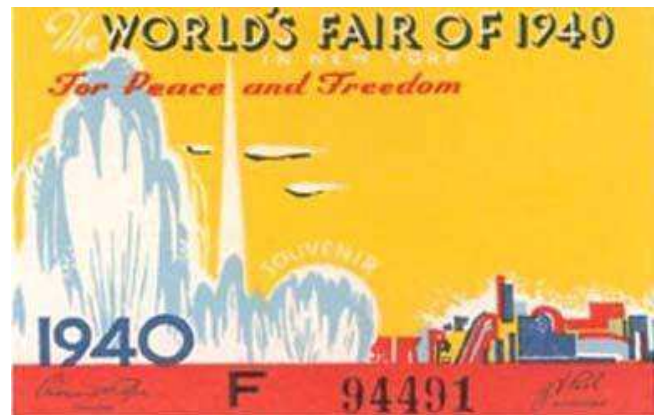
*"Impressed with her selections for key Ford jobs, other exhibitors followed suit and called on Miss Lennox to hand-pick their staffs. She did, and eventually there were more than sixty pavilions at the fair being run by men and*

*women selected by this young woman with a flair for choosing the right person for the right job."*

*"Miss Lennox says 'I never had a request I couldn't fill- all the way from draftsman to dancers'"*



Photo above is from the article showing types of employment at fair.



### For Sale

- Henrob Welding Gun
- 122 Oxygen Tank, 75 Acet Tank, w/original bill of sale, Victor Gauges/Lines/Torch/tips/wheeled cart
- engine stand w/conventional mounts plus custom heavy duty adaptor for flat head exhaust manifold mounting==Dallows 360 Degree rotation
- portable engine storage cart on casters
- engine crane w/leveler - 3 ton capacity hydraulics
- transmission jack
- media blast cabinet (metal w/light) free standing
- &
- 1953 Ford Customline 2DR, new interior & trunk floor mats, new headliner, new brake cylinders, new shocks, new chrome grill, bumpers, etc. driver quality, 63000mile dark blue Bob Helms 540-459-5890



## RM AUCTION NICK ALEXANDER WOODIE COLLECTION

By Ken Gross

On Thursday evening, August 13, 2009 the long-awaited Nick Alexander Woodie Collection sale in Monterey, CA, brought a grand total of nearly \$7.5 million dollars, with a portion of the sale proceeds benefiting the Midland School in Santa Barbara, California.



I've known Nick for years, and his shop worked on my previous '42 woodie. So I was delighted when he asked me to be the announcer for the sale, and RM agreed. I would be working alongside RM's talented British auctioneer, Peter Bainbridge. To prepare, I asked my 14-year old son Jake to make notations about each of the 51 cars – of which 44 were real woodies, and almost all of which had interesting stories. After adding a few notes myself, I had my notations ready to go.



That said, it was quite a night. Large crowds began gathering before the sale; the Portola Plaza parking lot was literally a sea of honey-toned, wood-bodied cars, and the auction room was nearly filled when the first sale began at 7:15 PM. The lots proceeded briskly; I said my little piece each time, and Peter led the spirited bidding. In many cases, the pace was very fast. People had definitely come to buy;

it was a no-reserve sale, and often, as the hammer fell, there was a loud cheer from the winning bidder and his or her friends. You couldn't help but smile. I noted a lot of EFV8-ers in the crowd including well-known collectors like Bob Everts, Richard Munz, John Mumford and Chuck DeHeras.

Years ago, we used to say that if you could buy a car out of the famed Bill Harrah Collection, you very likely had an accurately-restored, well-done piece. I think people will be saying that about the Nick Alexander woodies for years to come. His talented staff, led by Tim Krehbiel, and including Alex de Ulloa and Jaime Torres, never over-restored a car, and they preferred examples without accessories or modifications, save a Columbia two-speed and in some cases, a 4-inch Mercury crank and a late Mercury cam, for improved performance. Assembling the collection took 15 years; it was gone in about three and one-half hours

Nick's cars were painstakingly restored or kept in excellent original condition; a sizeable number of them received Dearborn awards and multiple Rouge awards. Nick liked to drive his cars to EFV8 meets. He and his staff made several trips to Dearborn and to events in Colorado, Utah and Texas, where his woodies generally scored over 960 points every time. He liked refinishing and using original wood, whenever possible, and in some cases, he'd turned up NOS Ford wood in packing crates from defunct dealers, so his cars were the real thing. "At Iron Mountain," Nick noted, "Ford's craftsmen assembled these cars from first growth timber, like fine furniture. Properly cared for," he continued, the wood lasts for decades."



A rare Dearborn-winning 1946 Mercury Sportsman convertible – one of just 205 built -- was purchased for \$368,500. Of the four Sportsman convertibles in the auction, the rare Mercury sold for the highest price. The others, all Fords, sold in the \$200,000+ range with one 1946 model at \$242,000. Ross Myers, a collector friend of mine from Pennsylvania, bought the last Ford Sportsman ever made, a 1948 convertible in Maize yellow, for \$275,000. (continued on page 10)

**RM AUCTION (continued)**



Edsel B. Ford II purchased a Dearborn Award-winning Glade Green 1947 DeLuxe, restored with NOS Iron Mountain wood pieces, and he was delighted. "I've never owned one of these," he told me. "And I specifically came here to buy one." California Congressman John Campbell bought a '47 Mercury in Gull Gray, and I gave him a quick lesson in how to use the Columbia two-speed.

In this auction, ten other woodies were over \$200,000, including a 1939 DeLuxe on Saturday night which went for \$236,500; this was not a bargain-basement sale; all but 14 of the 51 cars, including the 1939 DeLuxe from Saturday evening, sold to benefit the Midland School, went for over \$100,000.

What will it do to woodie values? I think it's raised people's interests, but these were special cars, many of them award-winners with great provenance, and that's why people stepped up. It certainly can't hurt woodie values.

Before the auction, naysayers were predicting there were too many woodies on sale, and that overall prices would fall. Not so. These were all excellent cars; some were close to perfect, and prices reflected that. Nick seemed happy at the end; he's kept several woodies for himself, and a pair of very original '40 Ford coupes. His LA Warehouse District woodie restoration shop will remain open, with the same talented staff, if you're looking for restoration help.

During the sale, more than a few tears were shed by Nick Alexander's loyal staffers, as you might have expected. They'd worked hard to restore these cars. If you'd ever seen Nick's lineup of woodies, arranged like so many shiny soldiers, in that fabulous antique tin warehouse, with at least one of every year Ford and Mercury represented, you understand. We'll never see the likes of this collection again.

The two ultra-rare Marmon-Herrington all-wheel-drive Fords sold for \$247,500 for the 1946, and \$231,000 for the

1940 Standard (a Pebble Beach first in class winner). One of the rarest cars in the entire collection, an all-Birdseye Maple 1939 Ford DeLuxe model sold for \$209,000. The oft-told story is that Henry Ford ordered the Iron Mountain plant to occasionally build all-Birdseye Maple woodies for special presentations. Very few have survived. This car was spectacular.

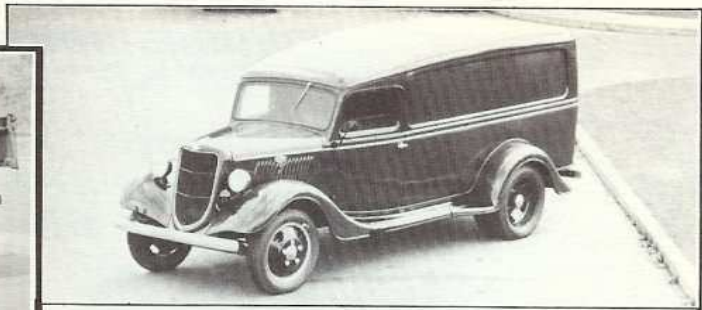
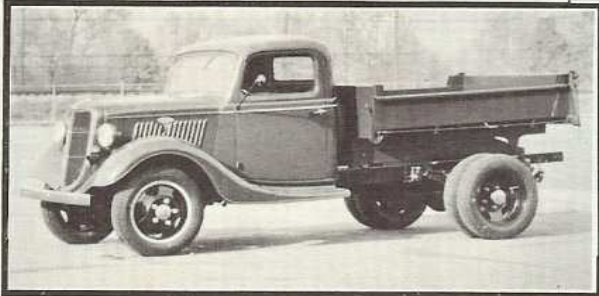
A '41 Super DeLuxe sold for \$126,500. It featured nearly perfect wood. When Nick found it at an auction, all the wood was painted white. Seeing a 1962 NJ sticker on the windshield, Nick took a chance, bought the car and found perfect wood, well-preserved under the white paint. Almost every car had an interesting story like this one. I could spend hours retelling them.

BTW: the RM Alexander sale catalog is a collector's item, replete with woodie history and stories about many of the cars.. Check on line at [rmauctions.com](http://rmauctions.com) – they may have some left. (The website also has the full results of the sale).

If you missed it, RM's auction website ([www.rmauctions.com](http://www.rmauctions.com)) has photos of all the cars. Working the Alexander sale made me appreciate my "new" '42 Ford Super DeLuxe woodie all the more. I couldn't wait to get home and go for a drive.

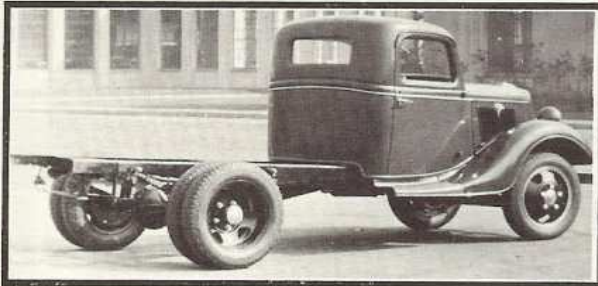


HYDRAULIC DUMP  
On the special 131½-inch chassis.

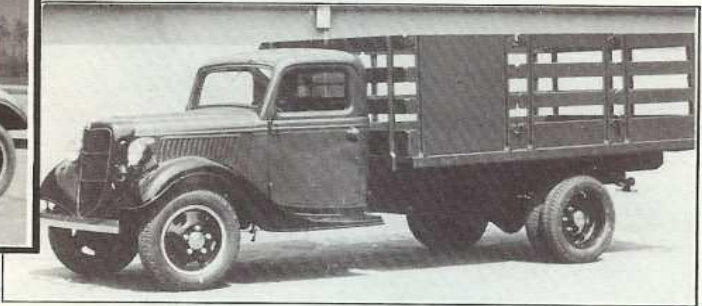


Above—THE PANEL TRUCK  
On the 131½-inch wheelbase.

Below—157-INCH STAKE TRUCK



CHASSIS WITH CAB  
On the 131½-inch wheelbase.



*Proved by the Past . . .  
Improved for the Future*



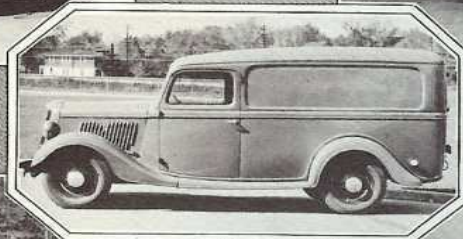
Above—THE FORD V-8 PICKUP

Center—THE  
PANEL DELIVERY  
On the 112-inch  
commercial  
chassis.

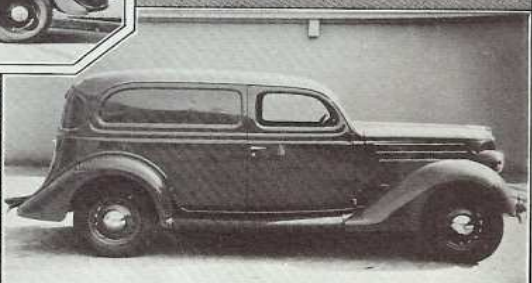


Above—THE 1936 STATION WAGON

THE 1936 DE LUXE PANEL DELIVERY



THE SEDAN DELIVERY ON  
112-INCH WHEELBASE





### You're in good hands at your Ford Dealer's!

David Baird, owner of Marshall Ford in Marshall, VA has invited us to display our early Fords at his dealership on Saturday, September 19<sup>th</sup>. which is Marshall, VA Heritage Day. It is also the 95<sup>th</sup> anniversary of the Marshall Ford dealership. Mr. Baird will have enough parking for between 50 to 70 vintage Fords at his dealership. The local Ford Mustang club also has been invited. Heritage Day activities run from 10:00 am to 5:00 pm, including a parade. We won't be in the parade, but Mr. Baird would like our vintage Fords on display at 10:00 am, remaining at least until mid-afternoon, or later. Of course those with modern iron are welcome to join the tour, but modern parking will be in town, rather than at the dealership. The local newspaper will be taking pictures and writing up a story on the event and its participants. As it would be useful to know in advance how many Flathead Fords will be participating, please contact Leo Cummings if you would like to be part of this tour, and have your Early Ford V8 on display at this event. Food may be provided for us depending on the turnout of old Fords. Heritage Day activities and a visit of the town of Marshall have the potential to make this an interesting event for one and all. A sign-up sheet will be passed out at the September meeting as we will need to keep Mr. Baird informed about the expected turnout. Mr. Baird also understands the final number of vintage Fords in attendance will depend on the weather. A caravan will be organized to depart Fair Oaks at 8:00 am to assure arrival and parking before the parade and other festivities get underway.

### NVRG Board of Directors - Call for nominations

According to the NVRG by-laws it is time again to nominate members for the Board of Directors. If you have a nomination, or are interested and would like to be nominated, please inform President Eric Sumner. In addition to the slate presented at the September

membership meeting, nominations can be made at that time from the floor.

[Reminder – it is time to vote for Mid-Atlantic National Director- Ballot is in the July/August issue of V8 Times.](#)

### Save Oct 4 2009 for the Antique Auto Assembly 52<sup>nd</sup> Annual Show at the Armed Forces Retirement home – Washington, D.C.

This is a wonderful event for our senior retired military folks. The residents turn out in huge numbers and it is quite a day for all. The parade past the infirmary is so important to them and so difficult for us, but we must do it for these retired fighters for freedom. *Clem Clement, Sunshine Chairman - Schedule of Events: 8:00 am – Free Coffee; 9:00 am – Registration Begins 11:00 am – Assembly & Judging Begins (Cars should be in place at this time). 12:15 pm – Nation's Capitol Model "T" Club Demonstration, 12:30 pm – Award Presentations & caravan "Drive-By" of the Health Care Facility. \* Entertainment and Refreshments Available - Enameled Dash Plaques commemorating the event will be give to each participant. Main gate is located at Rock Creek Church Road and Upshar Street (Eagle Gate). Vehicle categories include Antique, Modified, and Military.*

### More V8 Email

From Cliff Green - Some neat Fords on the flats!  
<http://www.jalopyjournal.com/forum/showthread.php?t=388215>

### Tech Tip

Cliff Green passed along this article by Rebecca Ripley, EFV8 Regional Group #27 August 2009 Redwood Review *"Best penetrant to loosen rusted nuts – Machinist's Workshop actually tested penetrants for breakout torque on rusted nuts. Significant results! They are below, as forwarded by an ex-student and professional machinist, Bud Baker. 'Don't forget the April 2007 "Machinists Workshop" magazine comparison test."*

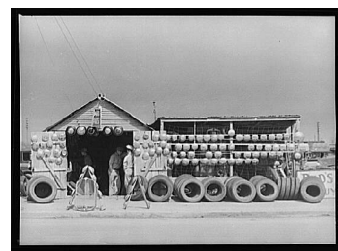
*"They arranged a subjective test of all the popular penetrants with the control being the torque required to remove the nut from a 'scientifically rusted environment"*

- Penetrating Oil ---- Average load\*
- None ---- 516 pounds
- WD-40 ----238 pounds
- PB Blaster ---214 pounds
- Liquid Wrench –127 pounds
- Kano Kroil --- 106 pounds
- ATF-Acetone mix – 53 pounds

*"The ATF-Acetone mix was a 'home brew' mix of 50-50 automobile transmission fluid and acetone. Note the 'home brew' was better than any commercial product in this one particular test. Our local Machinist group mixed up a batch and we all now use it with equally good results. Note also that 'Liquid Wrench' is about as good as 'Kroil' for about 20% of the price. Your experience may vary etc. etc."*



# NVRG Calendar



## September

5	3 <sup>rd</sup> Annual Car Show for Jill's House – Interstate Van Lines HDQ – 5801 Rolling Rd Springfield VA (Buddy Morrisette's Place)
7	Clifton Labor Day show
8	<b>Membership Meeting - 7:00 pm</b> - Nottaway Park - <b>Program:</b> Central National Meet report <b>Refreshments:</b> Dave Gunnarson
13	AARP Dulles Classic Car Show <a href="http://www.aarpdulles.org/_mgxroot/page_classic09.html">http://www.aarpdulles.org/_mgxroot/page_classic09.html</a>
19	<b>NVRG Tour</b> – Marshall Ford Dealership, Marshall VA Heritage Day – details on page 12
19	Edgar Rohr Memorial, Bull Run AACA Manassas <a href="http://local.aaca.org/bullrun/events.html">http://local.aaca.org/bullrun/events.html</a>
29	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library <b>Valve Clatter Deadline</b> – send items to Jim LaBaugh (jlabaugh@verizon.net)

## October

4	<b>Antique Auto Muster – Armed Forces Retirement Home</b>
7 to 10	<b>Hershey!</b> The annual pilgrimage – Join the NVRG tent revival for Happy Hour and/or breakfast at the Flathead Grille
13	<b>Membership Meeting - 7:00 pm</b> - Nottaway Park - <b>Program:</b> Hershey review! <b>Refreshments:</b> Tom Shaw
17	Rockville Antique & Classic Car Show – Rockville Civic Center Park – Rockville, MD
24	Lebkicker Tour – Details to be announced – Westward Ho
27	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library <b>Valve Clatter Deadline</b> – send items to Jim LaBaugh (jlabaugh@verizon.net)

## November

10	<b>Membership Meeting - 7:00 pm</b> - Nottaway Park - <b>Program:</b> Last of the Lincoln Flatheads <b>Refreshments:</b> John Sweet
24	NVRG Board of Directors meeting - 6:30 pm @ Oakton Library <b>Valve Clatter Deadline</b> – send items to Jim LaBaugh (jlabaugh@verizon.net)

## Down the Road

November NVRG Tour – Possible visit to the Wright Experience

Holiday party – December 5 \* \* \* January Meeting – Flathead Ford Dealerships



**Board of directors**  
**Northern Virginia Regional Group**



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

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

September program: Central National review

**Mark your calendar!**  
**The September Meeting is on**  
**Tuesday September 8**  
**at 7:00 pm in the historic Hunter**  
**House, located adjacent to the tennis**  
**courts, Nottoway Park, Court House**  
**Road, Vienna, VA**



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**FIRST CLASS MAIL**

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