



Valve Clatter



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

www.nvrg.org

Volume XXXII, No. 10

October 2010

Ken Burns Editor

A YANK MODEL 40 in the UK



by Chris Sanders
an NVRG member from the UK

Recently Cliff Green E-Mailed me to ask for some photos of my 1933 Ford 5W Coupe for the Club Calendar which I was happy and pleased to provide. Cliff also asked me to do a write up for the RG magazine Valve Clatter.

To fill in some background history I was always interested in Ford V8s and American cars in general. Going way back to collecting sales brochures and magazines. I used to get Hot Rod, Motor Trend, Car Craft etc. when I was about fourteen! At first I looked around for the British equivalent of the American Ford V8. Quite rare on the roads of England due to high fuel and maintenance costs. I decided the car to buy was the Dagenham England produced 1947-1951 Ford V8 Pilot. This looked somewhat similar to the American Ford 1936 Model 68! A world away to your 1949 Ford product. I purchased this vehicle in 1974 and I still own it to this day, a car unlike plenty of others that I have never tired of. I still wanted though, to own a genuine American produced Ford V8. My first venture into this field was a 1954 Ford Crestline Sedan. A car that had been in England since the 50s and badly weather beaten. Although a good driving car it needed everything, paint, chrome and upholstery. In the end I passed this on and later purchased project cars, a 1937 Lincoln Zephyr V12 also a 1939 Ford Model 91A Sedan. Both right hand drive cars, so made for the British market. In the end these projects did not get off the ground and were passed on to other members.

I then went to see a 1933 Ford Five window coupe. This was for sale in Birmingham England and had been mildly hot-rodged. The car had been in the UK since the late seventies and I was now viewing it in the late eighties. Luckily it had been dry stored and on inspection the body and chassis were all good. It had been fitted with an 8BA engine and the interior was terrible and many parts were missing. I made an instant decision though, and purchased it. Cars like this do not come up that often. When I got the car home the task

Continued on Page 3

Up Front with the President



October 2010

Time to pull out my camping gear again as Hershey is just around the bend. I have been fortunate enough to attend this colossal event over the past ten years or so and am still in awe every time I go. Like a giant encampment of Nomads (the wandering tribe of people, not the Chevy station wagon), this impromptu city exists for only days and then it's gone. If you have never been, I highly encourage you to go and experience it for yourself, even if it's only for a day. For old car folks, this event is as good as it gets. For those of you who plan to attend, contact Cliff Green and make your reservation for dinner with fellow club members. Read further for more details.

Helen Burns has decided enough is enough. "Why should the guys have all the fun?" While the men are away at Hershey, she is organizing a ***Hershey Widows Night at Brion's Grille*** on Wednesday Oct. 6. So ladies, contact Helen directly (703-978-5939) to make your reservation no later than Monday Oct. 4 at 10 PM.

Another traditional club event in October is the annual Lebkicker Tour. Don Lombard and John Sweet have teamed up and planned out another excellent tour this year. The tour will take the club to the area around Culpeper the weekend of October 22-24. If you have not made reservations yet, please do so ASAP. Contact Don Lombard or John Sweet to reserve your spot. Please read further for details of the tour and hotel reservation info.

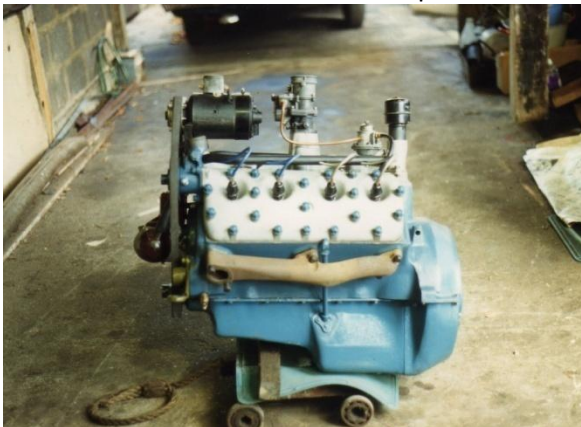
NVRG Club calendars will be going to press soon and should be ready for sale in November. We are still looking for a club member to volunteer to handle the sales of the calendar once they are done. If you can help out please contact me directly.

If you are unable to find your way to Hershey this year, fear not, for we will be retelling our tales of the hunt for those most elusive finds at our next membership meeting.

Hope to see you there,

Eric Sumner

was to get it running and get the car inspected and registered with British plates to make it road legal. This all went ahead in double quick time and I had my first 'genuine American car' on the road! The plan then was to restore it to as near 1933 condition as possible. Even more so when the 8BA engine which was a good strong unit but used to boil like a kettle when the car met a traffic hold up.

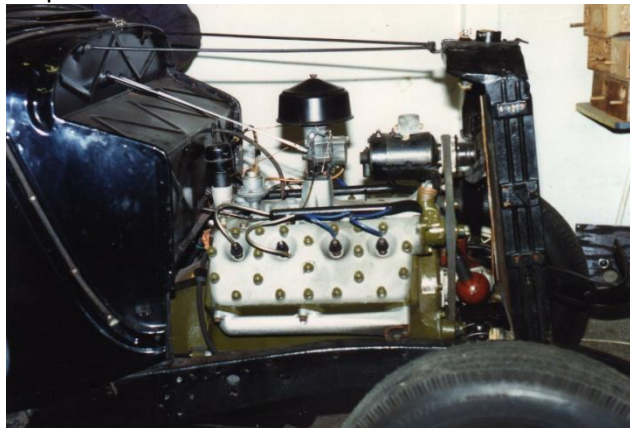


I sourced a 1935 engine with aluminium heads. This had 'Made in Canada' stamped on the heads but was complete with all correct ancillaries. I had this unit professionally rebuilt by a specialist in England.

Meanwhile I was busy sourcing parts through Hemmings Motor News. I had a problem with the dashboard. A well meaning previous owner had drilled the original dash destroying those nice oval gauge holes and fitting Stuart Warner Instruments. A specialist in England informed me that 'I would never find another dash panel for this car.' Well that is like red rag to a bull and became a challenge. As luck would have it my next Hemmings copy arrived and an advert in for a 1933 Ford dash panel complete with gauges was in there. Luckily it was still for sale when I phoned together with other much needed parts. Another stroke of luck was a friend of mine was over in America (I had never visited America myself at this time) and saw a set of 17 inch wheels. I duly had these shipped over surface mail and obtained some white wall Firestones from Lucas Tires. Shock Absorbers came from M&S Hydraulics. I ordered a complete Interior Kit from Le Baron Bonney.

A friend worked on the paintwork whilst I sorted the mechanics. All the wood graining was completed by someone else. Once all the work was completed I fitted the Le Baron interior. This completely transformed the vehicle and it was like sitting in a

brand new car! All this work was completed by 1992 when it won its first Trophy at the London Alexandra Palace Classic car show. The overheating was also eliminated by having the correct 21 stud engine coupled with the stock radiator.



How time flies and it is now 2010. My task now is to keep the two V8s in well maintained road worthy condition and attend a few car shows each year in them. I personally have attended three Dearborn Grand Nationals (without the cars) in this time. The 1998, 2003 and 2008. I joined the NV Regional Group in 2008 at the Grand National. I also came out to the Dana Point Surf and Shine Meet in 1999. All wonderful Events for me. We have our shows in England but on a very small scale. We usually combine with other clubs to make up a larger show. Well that's about it. I will keep on reading Valve Clatter and watching the List Server and hope to get out to the 50th Anniversary Meet at Lake Tahoe.



*All the best,
Chris Sanders*

Triple Play

by Clem Clement

Several of us attended Vern Parker's "Street Dreams '10" in Mclean. Weather was perfect and so were the cars. Vern wrote for the Washington Times for years and featured an antique car in every Friday's edition. Today he told me he had prepared over 2,000 car feature articles. In the past this show was sponsored by the Times. Vern is no longer with the Times (their choice, not his) and the show continues with new sponsorship. It was a very nice turnout.

As we were preparing to depart I found that I had lost the safety securing device for my Packard's hood ornament. For the show I display a rather rare hood ornament, but for traversing the highways and byways I use a more mundane version.

As you know all Packard parts are dear and built to high tolerance specifications. Enter Ken Burns who allowed as he might have the quality part needed to adorn a Packard. He checked his sources and was able to find some high quality flexible securing materials not unsimilar to Packard Spec. 29-45-267.4. Rick Parker came equipped with a multiple blade severing device from a big block Lincoln and after measuring twice he sliced once and we had the proper replacement part. A waiver was obtained from Obscure Packard parts rule 23535.56-f allowing us to use a non-standard part. This special waiver was granted because at my home my son, his girl friend and a cold beer were waiting and they needed attention without delay. Packard procedure M-3b, item 4 was complied with during the instillation process and the Packard Staff safety officer signed off the waived action on the applicable Packard Factory Form 99b. Homeward bound to a "Home safe" arrival.

Clem "Ask the Man Who Owns One" Clement who happily did 3 shows over the three day Labor Day weekend.

Big Car Show Weekend

by Jim McDaniel

I attended Vern Parker's show on Sunday and the Clifton car show today. Vern's show is always a treat. I found out from Clem that the Virginia Scottish Games (on Saturday) has started admitting

American cars now instead of limiting it to just British cars. Clem was there with a Model A. Just think, I could have had a triple play weekend if I'd known. I lost track of who won what trophy, where, so will leave that reporting for someone else. I'll certainly leave someone out.



Below I'm forwarding a short exchange I had with a fellow I met at Vern's show. He took a trophy with his 1939 Chevy school bus. This was the same bus featured in the movie "Hoosiers" years ago.



Anyway, he lives in this area now and has the bus here. He is looking for some place out of the weather to store the bus. Anyone either have space or know of a place where he can rent storage space for his bus? If not, he is also interested in splitting the cost of a storage facility if someone would want to go in with him (need to find a space though).

If anyone can help, you can either let me know, or contact Darryll Baker at darryllbaker@aol.com.



220 YEARS of MARRIAGE

You Get Your Kicks on Route 66

by Dave Westrate

There are a lot of plots and sub plots within plots in the NVRG. One such sub plot is a hard core group of fine couples who discovered several years ago that they were all married in 1966 and were thankfully still together. They found out by going to meetings, car shows, tours, Holiday Galas and other inspiring events. In 2006, these five couples decided to celebrate their 40th Anniversary (a combined 200 years of marriage) by taking a dinner cruise together on The Dandy on the Potomac River. It was a memorable event and shows that good things can happen when you own an old Ford.



200 Years of Marriage

When John and Patty Girman recently announced their plans to move to California, the group decided that it would be fitting to get together again to send them on their way with best wishes for many more years of bliss. Tuesday night is ½ price burger night at Brion's Grille in Fairfax and this seemed like an appropriate send-off as you can see in the pictures. Thankfully the circle will not be officially broken, as Patty and John plan to remain members in the NVRG.



220 Years of Marriage

They plan to drive their 53 Ford west along old Route 66, and they have already found a car show to attend near their new home. The other 66ers are Cindy & Hank Dubois, Helen & Ken Burns, Larrrie & Frankie Martin and Barbara & Dave Westrate.

MORE DAREDEVILS

John Sweet says: I recently remembered I had a book called "Fit for the Chase," a book about cars in Hollywood movies. They had a still from the movie, "Daredevils of the Red Circle." It doesn't show the 4wd setup, but at least it's from the movie!

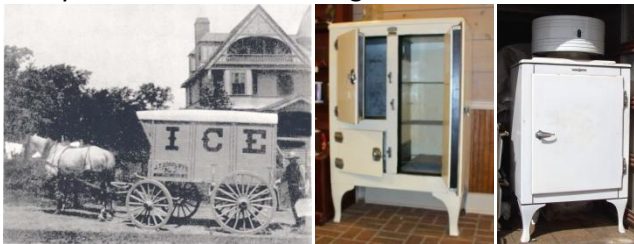


So what's this all about? It was seen on an all-wheel drive woodie from Utah at Wavecrest last month. See an up-coming Valve Clatter for details.

A RECIPE AND A LITTLE MORE!

by John Sweet

Like any age, there are always cooking fads. In the 1930's and early 40's one of the hits of the age was the molded salad. This came about very simply because by the 1930's many American families, in addition to a chicken in every pot and a Ford in every driveway had refrigeration. Although the iceman still made his rounds to the neighborhood everyday to sell blocks of ice to keep food from spoiling on a hot summer's day, many families discovered the luxury of the mechanical refrigerator.



Mechanical refrigerators for home use debuted after the First World War. By 1937 more than two million American households were using them. With a way to cool and freeze things, molded salads became the rage starting in the late 1920's. By the 1930's and 40's it was a household staple. Colorful, quivering delights could be served to astonished guests quickly and easily. In many cases fresh ingredients weren't needed and the cook with a well stocked larder could just about always have the necessary stuff for wonderful dinner time accompaniment. Better yet, the molded salad could be the catch all for anything – literally from soup (tomato!) to nuts. You could make your molded salad early in the day, and be able to enjoy more time with your guests later. The molded salad was indeed king.

So, with out further ado, from the *American Woman's Cookbook*, published for the Culinary Arts Institute, Chicago IL, 1940, comes this gem of a molded salad recipe:

Molded Lime Fruit Salad

- 1 Package lime gelatin
- 1 Cup boiling water
- 1 Cup cold water
- 4 Slices canned pineapple
- ½ Cup canned white cherries
- 4 Halved pears
- ¼ Cup red seeded grapes, cut in fancy shapes

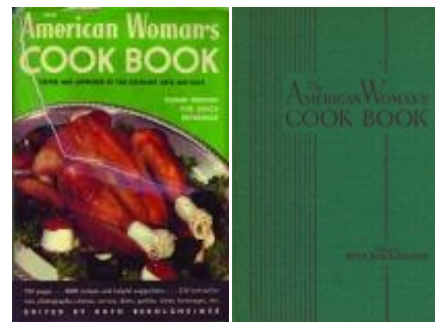
Dissolve gelatin in boiling water and add cold water. Set aside to cool slightly. Add fruit and pour into mold which has been rinsed out with cold water. Refrigerate to set.

Garnish: Mix cream cheese, with chopped nuts and raisins; stuff pears, place in individual gelatin molds, fill with lime gelatin and allow to congeal. Use as a garnish around lime mold, topped with pimiento cream cheese flower. Place decorated pineapple slices between pears. Serve with creamy eggless mayonnaise. See page 450.

(Please note several things; this recipe is from 1940 – I've never tried it, but please feel free. Also, do not use fresh pineapple – it acts as sort of anti-freeze and the gelatin will never set. Finally, if you're serious about making this lime mold salad and just have to have the recipe for the eggless mayonnaise on page 450, send me an email!)

Bon Appetite! John - jsweet20@cox.net

The American Woman's Cook Book (Cookbook) 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946



Dust Cover

Washable Hard Cover

by Ruth Berolzheimer

Aside from being a terrific and complete encyclopedic vintage cookbook this has additional sections about food, menu making, meal planning, food purchasing, table settings, carving, buffet service, cooking for two, casserole cookery, pickles, preserving and jelly making and many more homemaker helps. Green washable cover with thumb-indexed sections. (1938 through 1946 are the same cookbook, with the exception that the war years have an additional "wartime cookery" section at the back of the book.)

Current Retail Value: Good Minus Condition (see above example) = Neatly but heavily repaired with some food soiling. All pages intact and overall quite serviceable. \$35.00.

FRESH IN THE TANK!

by Cliff Green



The following quote are from a report in "Vintage Truck" Vol. 18 #4, by Bob Adler, titled "Gasoline, Keep it Fresh". There is information here that I have been suspicious about and might be of interest to V8'ers.

"Winter gas is extremely different from summer gas, and that is a key factor. If you have the wrong seasonal blend in your tank, you're just inviting vapor lock, flooding, hard starting, poor warm-up, and impaired drivability. Compounding this issue, there are a total of six volatility classes dispensed throughout the year that are dictated by anticipated ambient temperatures. It's not just summer blend versus winter blend; four more intermediate blends can be involved. If you burn the wrong seasonal gasoline blend in your car, performance suffers.

The authority on this subject is the American Society of Testing and Materials (ASTM), Standard Specification for Automotive Spark-ignition Engine Fuel. It's an engineer's delight with charts and graphs galore."

I attempted to pull up this document, but there is a registration and healthy fee involved to download. The author does provide a chart in his article which shows what the volatility of the gas is according to the seasonal and geographical areas.

"According the ASTM, each state has a specific gasoline volatility specified for each month. If the gas in your car is more than a few months old, you invite problems – so keep gas as fresh as possible."

The author goes into a big discussion of water tolerance with ethanol gas.

"Alcohol absorbs water slowly and insidiously. When gas, water and alcohol reach a critical mixing ratio, we get two distinct liquid layers. Think oil and vinegar salad dressing in one bottle. This is called phase separation."

There is a table for this too, by state and month, giving maximum temperature for phase separation. The author gives an example for New York where winter fuel won't separate above -20 degrees C, while summer fuel CAN separate below 10 degrees C. So, if you have a tank of summer fuel and the temp drops below 50 F, watch out!

It is now more imperative than ever to put "Sta-Bil" fuel stabilizer in the gas tank during the winter months when the V8 is seldom used. It has a water remover to prevent corrosion and keeps gas fresh for up to twelve months.

The conclusion is "Be smart: buy fuel just before you will use it and make sure your fuel cap fits tight"

There are two types of Sta-Bil fuel stabilize available – the traditional pink Regular Sta-Bil we're all familiar with and Marine Formula Sta-Bil that is supposed to contain four times the fuel system cleaner and contains twice the corrosion preventer and water absorbent as the Regular formula. Ed.

**What Do These Axles Fit?**

submitted by Alan Whelihan

I have a question that someone hopefully can answer. I now have three axle shafts that have been mistaken for the '41-'48 16H- Lincoln shafts but they position the hub 1/4 inch too far in over the housing causing rubbing against the brake shoes and the backing plate. They are identical to the real thing, except for the 1/4" shorter length. The distance from the inside of the gear end to the inside of an installed drum/hub is 36.25" and should be 36.5". Seems like a little, but these short ones will not work on a Lincoln. They must be Ford, but for what??? Contact Alan at awhelihan@netzero.net.

2010 ANNUAL LEBKICKER FALL TOUR

OCTOBER 22-24

Friday, October 22

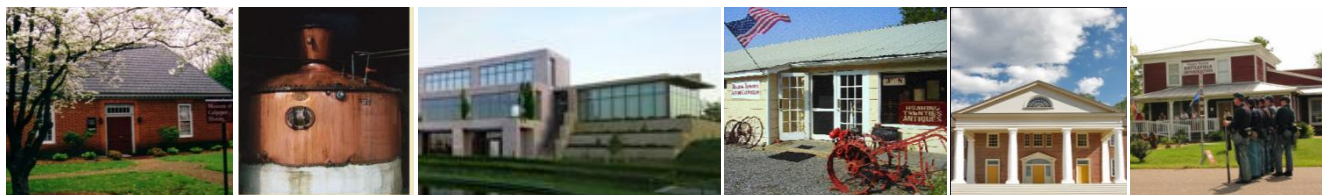
- ✚ 9:00 am – Meet at Fair Oaks Mall parking area across from the Fair Oaks Marriott.
- ✚ 9:30 am – Departure. We will travel to Haymarket, VA via I-66, then over scenic by-ways to Broad Run, then southwesterly through Warrenton, and on into Culpeper.
- ✚ 11:30 am – Lunch at the Country Buffet at the South Gate Shopping Center, Culpeper.
- ✚ 1:00 pm – Staff led tour of the Museum of Culpeper History.
- ✚ 3:30 pm – Tour of the Belmont Distillery, which is Virginia's only (legal) moonshine distillery.
- ✚ 5:00 pm – Check in at Best Western – Culpeper Inn.
- ✚ 5:45 pm – Supper at the Millstone Family Restaurant, an informal but convenient place within walking distance from the Inn.
- ✚ 6:45 pm – For those interested, the Library of Congress provides free showings of classic movies at 7:30 pm in the 200 seat theater at their Packard Conservation Center. There is no charge, but reservations are encouraged. Call (540) 827-1079 x79994

Saturday, October 23

- ✚ 9:30 am – Depart Best Western.
- ✚ 10:00 am – Roaring Twenties Antique Car Museum in Hood, VA.
- ✚ 11:45 am – Lunch at the Tolliver House in Gordonsville, VA.
- ✚ 1:00 pm – Depart for Montpelier, home to our fourth president and first lady, James and Dolly Madison.

Sunday, October 24

- ✚ We have a leisurely morning wake up and pack up.
 - ✚ 10:45 – Tour the Graffiti House at the Brandy Station Battlefield where the messages and notes of both Union and Confederate soldiers can still be seen scrawled on the walls almost 150 years ago as they attempted to recuperate from battle wounds from the largest cavalry battle of the American Civil War.
 - ✚ 12:00pm – Travel the short distance to the renown Inn at Kelly's Ford where we'll enjoy "off the menu" brunch selections before heading home.
- ✚ Accommodations: BEST WESTERN-CULPEPER INN – rooms are being held until Oct 11, 2010 at the phenomenal rate of \$79. These rooms are recently renovated, all non smoking, include refrigerator, microwave, coffee maker, and full breakfast hot buffet. Call 540-825-1253 and mention EARLY FORD V8 CLUB to get the special rate.
- ✚ Questions? Contact Don at don.lombard@verizon.net, by phone 703-690-7971 (H) or John at jsweet20@cox.net, by phone 703-430-5770.



NVRG AUTOMART



Field Find – 1941 Ford Fordor Deluxe – lots of surface rust but the sheet metal may be usable – trim looks great (all there) – has flathead V8 engine and drivetrain. Car is in Bowling Green, VA – Contact Dick McIninch at 434-361-2568 or olcarfn@aol.com



Wanted – '51 Ford V-8 radiator, part # 1BA-D – Steve Groves, 301-530-7411. 4/10



Wanted – Be confident that your vintage vehicle is road worthy. MAC's garage is providing free one way transport from your garage to ours. In addition, all club members will receive a 10% discount on Mac's antique catalogue parts. We provide quality work at a low hourly rate. For more information contact Ben McDonald, Monday-Friday, 8am – 5pm, @ 540-292-1632 macsgarage4u@gmail.com. 9/10



Wanted – Looking for flathead Ford and Mercury stock camshafts for performance analysis experiment. Contact Lloyd Emery: email lloydemery@cox.net or cell 703-946 -9303



For Sale- 1942 Woodie – A friend of mine, Arthur Goldstone over in Little Compton has a collection of wood bodied station wagons that has gotten a little too large for his garage space. So he is planning to take his 42 Ford station wagon to Hershey to try to sell it. However before he goes he gave me a heads up in case there is anyone locally who might be interested.

The car in question is a 42 Super Deluxe and looks beautiful although I think that it might have been repainted. Wood is very, very good. It has only 40,000 plus miles on the speedometer. Inside it has the original leather upholstery on the seats, but I think someone might want to replace the front seat upholstery as it has some cracks. I only saw it running in his driveway but Arthur tells me it runs

great. The car has an original 42 radio. If I remember correctly it does not have a heater. Basically I believe it is a car someone could drive today and not be ashamed to take to any car meet.

Arthur is going to ask \$80,000 for it at Hershey but said that he would take less if it sells locally and he doesn't have to trailer it to Hershey. Seems like a very fair price to me.

So that's it. If anyone is interested you can put them in touch with me and I can tell them how to contact Arthur, although they can find him in the V-8 directory. James Borbas - jborbas@snet.net

CELEBRATING 75 YEARS OF THE 1935 FORD

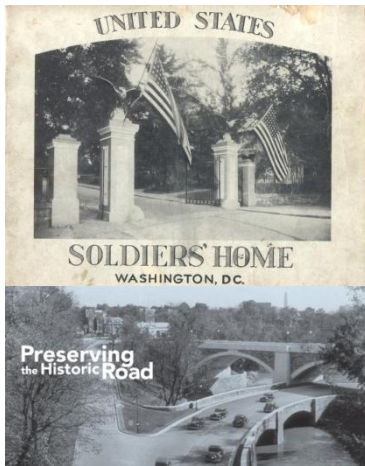
Although Henry Ford was adamantly opposed to "financiers," during the early 1930s he eventually saw the need to offer financing to both his dealers and the buying public. After he purchased the Universal Credit Corporation his dealers could stock new cars by advancing only 10% of the cost. Customers were able to purchase cars using a combination of down payment and monthly payments.



This is a 3.5" by 5.5" folder explaining financing options to customers interested in purchasing a new 1935 Ford. Ed.

ARMED FORCES RETIREMENT HOME 53RD ANTIQUE CAR ASSEMBLY

SUNDAY, OCTOBER 3RD



- ✚ Join us in honoring veterans of the United States Armed Forces, 60 and older who served our country in WW II, Korea, Vietnam and beyond.
- ✚ Proceeds from the 50/50 raffle at our yearly Fairfax car show are donated to the AFRH to help support this antique car assembly.
- ✚ Free refreshments (coffee and tea, donuts and pastries, yogurt, etc.) are provided for everyone bringing a vintage car.
- ✚ Caravan forms up at the McDonald's in the Pan Am Shopping Center, corner of Rte 29 & Nutley Street, departing at 8:00 am. We'll travel via Route 50, the Key Bridge, through Georgetown and down the ramp in the picture to the right onto Rock Creek Parkway and then Beach Drive.
- ✚ Questions? Contact Ken Burns at helendken@verizon.net, by phone at 703-978-5939 (H) or Clem Clement at clem.clement@cox.net, by phone at (703) 830-5597 (H).

HERSHEY!

The Holy Grail

- ✚ Come join the NVRG in our annual excursion to Hershey. For the uninitiated, we can talk and write about the experience but you will still be mind boggled!
- ✚ We have two groups – the motel denizens and the usual campers. The camp site is in the best possible location to the Flea market – across the street from the Giant Center, behind the farm house. See the mailer page for a birds-eye view. It is a wooded corner of a field that is private and peaceful. Breakfast is cooked every morning and there is a Happy Hour every afternoon. Both groups gather for dinner every night then wander the car corral or take in the auction afterwards.
- ✚ Dinner: Wednesday – Penn Hotel & Sports Bar – Thursday – Duke's in Palmira
- ✚ If you plan on camping with us, contact Cliff Green (cliffgreen@cox.net or cell 703-346-1458) for arrangements so we know much food to buy. Hank Dubois has the motel info (hcdubois@juno.com or cell (571-481-0327). A cell phone list will be promulgated on the list server along with member vendor space numbers.
- ✚ Check out the AACA Hershey web site: <http://hersheyaaca.org/fallmeet.html>
- ✚ Even if there is nothing on your want list, just come for the FUN!!

November Program Note



- ✚ We'll have our traditional Hershey Review slide show. Copy your pictures to a flash drive or CD and bring them to share with us.



NVRG Calendar



October

3	NVRG Caravan to the Armed Forces Retirement Home 53rd Antique Car Assembly. See Page 10 or contact Ken Burns – 703-978-5939 or helenandken@verizon.net for details.
6-9	What else but HERSHEY! The Flathead Bar and Grille will once again be open for relaxing, a little Happy Hour libation & BSing and home cooked breakfasts. Join us if you can. See Page 10 for more info.
12	Membership Meeting - 7:00 pm @ Nottaway Park – Program: <i>Hershey Review</i> – copy those great pix you took at Hershey onto a CD or flashdrive and share them with us at the meeting – Refreshments: Art Zimmerli
16	Rockville Antique & Classic Car Show – 8:30 AM – 3:30 PM – Glenview Mansion at Rockville Civic Center Park
22-24	NVRG Annual Lebkicker Tour – Join us! Details on Page 8.
26	NVRG Board of Directors meeting - 7:30 pm @ Oakton Library
26	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

November

6	National Capital Trolley Museum Tour. We'll depart Fair Oaks and caravan over to the Museum. This is a great family event complete with rides in vintage trolleys. Full details will be provided in an upcoming email.
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: <i>Ford Heaters (Hey, great topic with winter approaching! Ed.),</i> Rob Doudrick. Refreshments: Mike Prater
24	NVRG Board of Directors Meeting - 7:30 pm @ Oakton Library
24	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

December

4	Annual Holiday Gala at Fairfax Country Club – complete details will be in the November Valve Clatter.
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

2011 DUES ARE DUE!

NVRG 2010 dues are payable by December 31 and now being collected. Dues remain at \$15 for one year. Three easy ways to pay: send a check made out to NVRG to David Gunnarson, Membership Chair, 10707 Ellie's Court, Fairfax Station, VA 22039, hand him the check/money at Hershey or see him at our membership meeting. Let him know if you need to update your membership roster information, i.e. address, email, phone, cell, etc. Also changes in the cars you own. N.B. Remember you must also be current on your National membership dues.



Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



President: Eric Sumner 703-860-1916

Vice President	John Sweet	703-430-5770	FFX Show	Dave Westrate	703-620-9597
Secretary	Cliff Green	703-426-2662	Property	Vacant	
Treasury	John Ryan	703-281-9686	Refreshments	Hank Dubois	703-476-6919
Membership	Dave Gunnarson	703-425-7708	Historian	Don Lombard	703-690-7971
Tours – Primary	Leo Cummings	703-866-9707	At Large	Frankie Martin	703-973-1376
Tours – Assist	Hank Dubois	703-476-6919	Web Site	Rick Parker	301-279-7145
Programs	John Sweet	703-430-5770	Newsletter	Ken Burns	703-978-5939

Mark your calendar!
The October Meeting is on Tuesday,
October 12th at 7:00 pm in the
historic Hunter House, located
adjacent to the tennis courts,
Nottoway Park, Court House Road,
Vienna, VA

October Program: Hershey Review



Flathead Grille Open for Business!



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

FIRST CLASS MAIL