



Valve Clatter



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

www.nvrg.org

Volume XXXII, No. 11

November 2010

Ken Burns Editor

HERSHEY!!!



Here and There around the Hershey Circus

by Cliff Green

It rained Tuesday night and off and on Wednesday (fortunately, the tent did not leak). The rest of the week was gorgeous! Short pants were the uniform of the day. The good news was the flea market and car corral are now all asphalt (thus no more mud) and the bad news is that it kills your feet!

I understand that Chad Coombs bought a Cadillac hearse to transport his literature and Edith to his vendor spot. Not willing to pay the price for a new van, he picked up this low mileage vehicle for \$2,100. Plywood covers the casket rollers. I would have liked to have seen it!

I helped the Early Ford V8 Foundation sell tickets for their raffle hopped-up flathead. One gentleman decided to buy \$50 worth = 75 tickets. I helped him fill out the blanks and in conversation found out that he

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Up Front with the President



November 2010

Fall is upon us ready or not and it's been an incredibly busy month, with activities ranging from the Armed Force Retirement Home, to the Rockville show to the annual Lebkicker Fall Tour. For me, though, fall always seems to kick into high gear as soon as I return from Hershey every year. Sometimes I notice the change on the drive home. I guess I get tunnel vision as Hershey approaches, it's hard not to think about all the rusty stuff that might have my name on it. While there I always run into fellow NVRG members on the hunt for those rare treasures. Read on for details of the adventure.

Shortly after Hershey the fall season brings us the annual Lebkicker tour. Many thanks to Don Lombard and John Sweet who, through a sizable investment of their time, have produced yet another fantastic tour for our members. Read further for the rave review.

Make your plans now to attend our next tour to the National Capital Trolley Museum in Colesville, MD on November 6th. This museum not only offers a peek into the history of the trolleys that ran the streets of Washington, DC but also offers rides on restored trolleys around the museum grounds. Plans include lunch beforehand. Read further for details.

The 2011 edition of the NVRG Club Calendar will soon be available for purchase. We will have them at the November membership meeting and the Holiday Gala on December 4th so reserve your copy by contacting Rob Doudrick. They make great stocking stuffers.

Speaking of our Holiday Gala, it's time to make your reservation. This is club favorite every year. Many thanks to Cliff and Sandra Green for once again organizing this event. It will be held December 4th at the Fairfax Country Club and takes the place of our monthly membership meeting for December. Don't forget to bring a car related gift for the gift exchange, always an entertaining activity. Read further for menu choices and reservation details.

Our November membership meeting will feature our own Rob Doudrick discussing a topic that seems fitting as the cold weather approaches, heaters for our Fords. This will be the last general membership meeting for 2010 so plan on attending and learning how to keep the chill away.

Hope to see you there,

Eric Sumner

Meandering to Montpelier

by the Editor – photos by Cliff Green, John Sweet and Jim McDaniel



Wow! What a great weekend. Perfect weather, good friends, great food and fabulous Ford V-8s. That neatly sums up the wonderful time we all had on this year's annual fall tour. Friday morning we departed from our usual Fair Oaks meeting spot and headed south and west in the general direction of Culpeper via some of Virginia's beautiful by-ways. We were about a week too early for the foliage to be at its peak but the weather was absolutely gorgeous and the V-8s hummed right along through the crisp autumn air. Don Lombard and John Sweet arranged a journey for us spanning eons. Our first stop was in Culpeper for lunch and then a visit to the Museum of Culpeper History.



It highlights the area's history beginning with 12,000 year old dinosaur footprints to the generations of Manahoac Indians who inhabited the area before the arrival of Europeans in Colonial times and then through the American Revolution and Civil War. Its 20th century history includes contributions during WW I, WW II and the fact that in 1952 it was the first municipality south of the Mason-Dixon Line to light its street with fluorescent lights.

Departing the Museum we headed south about 15 miles to tour Belmont Distillery, Virginia's only (legal) moonshine distillery to find out how they make Virginia Lightning and Kopper Kettle corn whiskeys and maybe have a nip or two ourselves.



Chuck Miller says he learned his craft at his Grandpappy's knee and distills his 'shine using the time-honored copper fermentation tank, a unique stillpot, his secret family recipe and only the finest ingredients, including corn grown right on his farm.



Leaving the distillery we returned to our hotel in Culpeper for dinner and movie night. John brought along the 1947 Bob Hope/Dorothy Lamour comedy "My Favorite Brunette." Although the movie didn't showcase any Ford V-8s, it had the obligatory car chase scene featuring a slick 1940s Plymouth convertible (Bob) and a huge Rolls Royce (Bad Guys).

We hit the road the Saturday morning after a hearty breakfast buffet and headed southwest to Hood. Those who weren't able to bring their V-8s were able to catch a ride with someone who did, with the three Woodies being a popular choice.



In Hood we visited the Roaring 20s Antique Car Museum, the results of John Dudley's 60+ years of collecting cars and items that the "common man" might have own and used.



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Armed Forces Retirement Home's 53rd Antique Car Assembly, October 3, 2010

by Rick Parker

One of the traditional car shows in this area is the Antique Auto Assembly, held each year at the Armed Forces Retirement Home in lower Northwest DC, on the Sunday before Hershey. The show usually draws about 100 cars and has the support of a number of car clubs in the area, including NVRG. Members seen at the show included Ken Burns, driving his Woodie; "Sunshine" Clem Clement, attending with his Model A; and Rick Parker, who brought his newly-acquired Lincoln convertible.



Unbeknownst to us, this year's Assembly was the last one for about 400 residents who had been temporarily relocated to DC from the AFRH in Gulfport, Mississippi following Hurricane Katrina. Now that the repairs to the Gulfport facility are completed, these veterans were relocated to Gulfport during the week following the show.

by Clem Clement

We rolled from the Pam Am shopping center, our usual departure place, at about 8 am. I was honored to have Karilyn Kunstbeck as my navigator as Chaplain James Warrington was in New England celebrating the reunion for the destroyer USS Warrington (DD-383). Some came via Maryland routes. Those on the tour were, Chuck Kunstbeck with B-24 crewman Ed Brant aboard, Clif Brown, Al & Janet Iagnemmo, Donna & Val Zadnik, Janet & George Merkel, Tom & Carol Terko, Glen Bates & son George, Jack Melnik, Clem Clement and Ken Burns, of the V-8 Club in his 41 V8 station wagon.

The Virginia route took us thru Georgetown to join the Rock Creek Parkway via the P Street bridge. What a beautiful route in the early morn. At the Home, the retirees were out in full force and with the perfect weather, the muster was again a great success. We found another chestnut tree so several of us gathered some lucky chestnuts for the winter. (I carry a chestnut in my pocket all year long – do

you know why? I traded in my old chestnut for a new one.) The parade past the AFRH infirmary is a highlight of the tour and is soooo very hard to perform. Some of those heroes who came out and waved to us will not make the next Antique Auto Muster.

FLASH NEWS: I had a Martha sighting and got a hug. She looks great!

I led some of us back to Virginia and managed to get off course somehow. We tried a new-to-me route and ended up in DC near 18th and Irving in Mount Pleasant. We did the only thing we could: stopped at a bus stop, beeped our horns, looked lost; and gathered a crowd. Karilyn was wearing a Redskins hat and I in my Eagles hat were causing some fuss. Much fun. Our ploy worked fine and Glenn and his son George lead us outta the corner of "Walk and Don't Walk" back to the Pan Am center via 14th Street, Connie and R50. Good job guys.

Another great day at the AFRH. Club attendance was kinda low. We hope we made a nicer day for our Vets in the AFRH. Good times on this tour.

Scenes from Wings & Wheels at the Flying Circus

photos by John Sweet



GET WELL SOON, BOB!



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was responsible, in part, for organizing the building of the AACAA Museum. In fact, he acquired the financing and helped in the design.

Leo Cummings called me on my cell to say that Barry Hall called him and wanted me to know that it was Jeannette's birthday on Thursday and if I could arrange a cake or something to be served at the restaurant. I called Duke's and the girl said "Sure we have birthday cakes". How many does one serve? "Eight" – OK, I want two of them for the 16 who are coming. At Duke's I indicated to the waiter who to charge the cakes to. They were humungous!! The candles were lit and presented to Barry as though it was his birthday. She took home almost a whole cake!



Speaking of the Museum we gulped down our food in order to make time to see the Woodie exhibit. We arrived there at 8:15 and were told that the ticket sales were over and no further admittance since they closed at 9:00. We scrutinized the three Woodies on display in the lobby while David Blum had a conversation at the desk. I saw him drop an unknown contribution in the glass jug and lo and behold we were suddenly allowed in!!! Thanks, David.



My son Russell showed up Thursday just in time to go to dinner. We are thankful for Dave Gunnar-

son's van for transportation, since also he had the parking sticker on his windshield. This year the lower field was very wet and HerCo would not allow heavy RV's down there. After writing HerCo about the lack of porta-potties last year, with a copy to the Board of Health, two Cliff Green Memorial Potties were delivered for our enjoyment.

The Flathead Grill was open every morning with Dave Gunnarson as Chef-in-Chief. Omelets were cooked to order on Thursday and French Toast on Friday along with all the condiments. Thanks, Dave. There were rumors that John Girman's booze, that he could not transport to California, was consumed during happy hour. Thanks, John.



Hershey is the place to meet your old car buddies. It seems that on every aisle there was someone that I recognized to say hello to. Some of the old time vendors are gone – Jerry Hill and Tom Lumpkin, for example. Some of the vendors are a shadow of the past. Dennis Carpenter and Bob Drake only brought displays and catalogs, but Bob did display a mock-up of his new all-steel '40 Coupe.



Some vendors never came, complaining about the Penn state sales tax. It seemed like there were

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more cars taking up vendor spots. There used to be a time when you were required to have something to sell on your space that was auto-related. It is not policed anymore. Therefore, you can go almost a whole block with nothing but parked cars. If they took all the cars and parked them in one area, the fleas could be condensed and you could see it all in two days.

The car corral seemed bigger than ever. It is a car show. Perhaps there were bargains – everything is negotiable. John Sweet and his Dad sold the yellow '48 Lincoln convertible – it almost went to Denmark!



I was fascinated with a 1953 Studebaker two door station wagon, 3 speed, V8 with overdrive. Never seen one before, even as a kid. The owner said this was the only one to his knowledge. Ha, there was a rusted one out in the Red field!

If you like to stay hydrated, there were three stands around the fields that sell a stainless mug, with Hershey inscribed, for \$12 that you can refill for the duration of the meet with about 8 kinds of drinks – popular!

Ken Burns got a four day kitchen pass from Helen even though Friday was their 44th anniversary! He celebrated the event by buying her a Columbia two speed rear axle!



The only item I bought was a pair of NOS 91A radiator hoses. The inscription is yellow, not white as on the repros. The straps that holds up the support tray are clipped with a red tag that says Signoid. If you want a high point '39-'42, you need these. Mine are '40 years old and still serviceable. I would replace them with what I bought, if I can figure out how to soften the rubber! Otherwise I can double my money by selling them on Ebay!

Only 349 days until Hershey 2011!

Twenty Three Straight Years at Hershey

by Jeannette Hall

My 1950 Tudor Sedan Custom Deluxe has been shown at the Hershey Car Show 23 years in a row and has 53 AACA Preservation Awards.

Hershey Notes for 2010

by John Sweet

Being able to attend Hershey in early October is one of my life's pleasures, this year it was even doubly so because my Dad, was able to fully take part. Two years ago he was unable to attend due to bypass surgery, and last year hadn't built up the stamina to really enjoy all that Hershey has to offer.



This year though, we trooped the flea market rows, the car corral, and even sold the '48 Lincoln. Coupled with the fact that the weather was perfect, and that we were able to see many old friends, 2010 will go down in the books as a Hershey of note! See you there next year!

"Hershey Widow's" Night Out

by Sandra Green

Thanks to Helen Burns, what is sure to become an annual Northern Virginia Ford V8 Club ladies' outing was held on Wednesday, October 6th, at the popular Brion's Grill in Fairfax. Since we are, indeed,

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Back on the road again we wended our way over to Gordonsville for lunch at the Tolliver House – originally built as a private residence about 1870, but it has also served as a boardinghouse and a general store before becoming a delightful restaurant.



After lunch we actually “meandered to Montpelier,” once again exploring the beautiful back roads of Virginia in our V-8s.



Over the past several years, Montpelier, the family home of President James Madison, underwent a \$25 million restoration project to restore it to “as James lived in it condition.” This included much archeological research and then demolition of major structural additions added by later owners. At the visitors center we watched a brief presentation about the history of Montpelier and our remarkable fourth President who was literally the author of our Constitution. Next, a docent took us on a guided tour of the house, explaining that with the structural restoration complete the next step is to locate and purchase as much of the original (or period correct) furnishings as possible. The view from the front porch was stunning and it was easy to imagine that it didn’t look much different when James and Dolly Madison stood there and looked to the distant foothills.



Dinner on Saturday night was at the Hazel River Inn in the historic section of downtown Culpeper. The venue was unique in that the Inn had once been a hardware store but had been “repurposed” as a charming gourmet restaurant. Folks who had the sesame encrusted salmon were still raving about it the next morning!

Sunday after breakfast we set off towards home but had several more interesting stops planned. The first was at the Graffiti House in Brandy Station, the site of numerous Civil War battles. The house changed hands several times and the occupying soldiers covered the white plaster walls with their names, pictures and thoughts. The house was nearly demolished in the early 1990s but fortunately was rescued from destruction when the graffiti was discovered.



Graffiti House was particularly poignant for Char McDaniel. On the bottom floor is a wall where relatives of soldiers who fought in any of the many battles that raged around Brandy Station can leave their signature and a message of their choosing. Char’s great-great-grandfather fought in one of those battles. See Jim’s comments immediately following this article. Departing Graffiti House we travel northward to the Inn at Kelly’s Ford for

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brunch. Again we were treated to breath-taking scenery along the way and a delicious brunch at the Inn overlooking the bucolic countryside.



Seems like we spent a good part of the tour just eating our way from one interesting destination to another. After brunch we said our goodbyes and began the trek back to the everyday world we normally inhabit. Our many thanks to Don and John for organizing this wonderful weekend.

V-8s on Tour

Rob & Susan Doudrick – 1936 Tudor; Cliff & Sandra Green – 1940 Woodie; Von & Patricia Hardesty – 1940 Convertible; Ken & Helen Burns – 1941 Woodie; Bill & Sylvia Tindall – 1946 Convertible; Bill & Liz Simons – 1949 Woodie; and Jim & Char McDaniel – 1951 Cruiser

NVRG Members Also Touring

Hank & Bea Amster; David & Norma Blum; Hank & Cindy Dubois; Keith & Susan Randall; Bill Selley and John Sweet

A Personal Glimpse at the Battle of Kelly's Ford

by Jim McDaniel

Char's great-great-grandfather, Confederate soldier Sergeant John E. Banner of Company A, 2nd Regiment, North Carolina Infantry, has a personal and historic connection to this area and to Kelly's Ford.

Sergeant Banner was in the Battle of Chancellorsville in May 1863, where he received a medal for "bravery and coolness in battle." He was taken prisoner in that battle on May 3, 1863. Fortunately for him, he was part of a prisoner exchange and was soon returned to duty, after which he also fought at the Battle of Gettysburg in July 1863. Unfortunately for him, however, following that battle he was again captured, this time at Kelly's Ford on November 7,

1863 during the Second Battle of Rappahannock Station. He was captured about a half-mile from where we had a wonderful lunch at the "Inn at Kelly's Ford," overlooking the beautiful rolling countryside.



Kelly's Ford is just beyond the far tree line

Sergeant Banner was taken by the Union forces up the river to Washington, DC, then to the prisoner camp at Point Lookout, Maryland where he remained a "POW" for a year until he was again swapped in a prisoner exchange on November 1, 1864. The attached photo shows some of the stonework remaining on the bank at Kelly's Ford, some 123 years later, when Char and I first visited the site with our two sons on a research trip in 1986.



Thanks from John Sweet

For all those who attended this year's Lebkicker Tour, many thanks for making it an absolutely fantastic weekend. Both Don Lombard and I were aiming to put together a fun filled weekend and I think we managed to succeed! For everyone who drove their V-8 and took part in the tour, our thanks for making the work pay off. For those who haven't had the joy of driving an old Ford on back roads on a crisp fall day with a bunch of other like-minded folks, you don't know what you're missing! Thanks again to everyone who toured!



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. 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 10/10



For Parts – 337 c.i. truck block and trans from a 1948 truck. Block cracked - many good parts left. \$50 for all - you haul. Jason Javaras 540 -786-5819 11/10



For Sale – 1951 Ford F1 Panel Truck – for reasons I'll go into later. I'll probably put it on Ebay or Criag's List but I thought I would offer it to members of the club first. If you're interested or know of someone who might be, please get back to me. Thanks. Allan Edwards, P.O. Box 2215, Front Royal, VA 22630 Phone: 540-635-6865, Cell: 703-408-8372 11/10

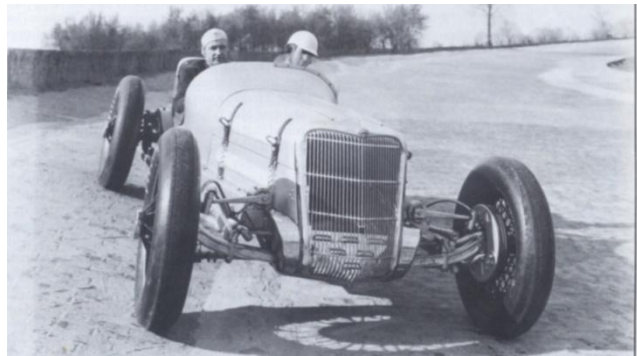


For Sale – 6 heads – 1 is 59AB/5 are 8AB's. Didn't see any cracks but need to be cleaned /inspected. Asking \$ 60 for all 6 heads . Sold as one lot. Tom Shaw – 703-771-9374 11/10

1935 Welch-Ford Specials at Indy

by the Editor

All of you probably know something about the Miller-Fords that ran at Indy in 1935 but did you know that there were two other Ford powered cars prepared for the race? The Welch-Ford (#24 and #54) cars were very conservative and conventional when compared with the cars designed and built by Henry Miller and Preston Tucker. The Welch-Fords had conventionally mounted V-8s powering a Ford rear axle. These cars were supposedly built on the Ford estate by trusted Ford employees Ray Dahlinger and Lewis Welch as insurance in case the more advanced and radical Miller-Fords weren't ready in time. Ironically, neither #24 nor #54 qualified.



#24 Car



#54 Car during Indy qualifications



#24 Car sold at auction in March 2009 for \$104,500

“Hershey Widows” each year in early October, the name “Hershey Widow’s Night Out” seemed appropriate.

This night happened to coincide with the October 6th anniversary of Brion’s Grill, which is held each year on this date since they opened for business 21 years ago. This restaurant has been a neighborhood favorite, and is situated close to George Mason at University Mall at the corner of Braddock Rd. and Rt. 123. Every item on the menu was half price, including desserts!!! Yummmm—most of us just had to have the filet mignon dinner....at \$11 each, what a bargain! Desserts, something I try never to order, were just too tempting to pass up for most of us—again, half price! Tell that to our waistlines!

Attending for a night of girl talk and delicious food were Helen Burns, Liz Simons, Tina Lombard, Norma Blum, Char McDaniel, and Sandra Green. We lingered for several hours over dinner, and wondered out loud what V8 treasures our husbands might drag home from Hershey once again. I chuckle when I recall a story told by a Ford V8 wife years ago after her husband enjoyed a week at Hershey. The story goes like this: wife comes back from the shopping center, her arms full of bags. When asked by her husband what she had purchased, the brilliantly clever response was, “car parts”. Remember that one, ladies!!!

Anyway, it was a great evening enjoyed by all—ladies, think about joining us next year! Thanks, Helen, for thinking up a great idea!

Hershey Facts and Figures

courtesy of Marll McDonald

New England Regional Group’s V-8 Past-Times

- Approximately 200,000 attendees
- 9,000 vendor spaces
- 17 miles of vendor aisle-way plus the car corral

RESTORATION ROUNDUP

A Project 1950 Woody Joins the NVRG Fleet

by Rob Doudrick

Susan and I have acquired one of those wonderful barn finds (see photo attached). Just look at this beauty. I’m sure you all will agree. Daughter-in-law on the other hand sees it a bit different. She praised Susan as being one of the most wonderful wives to

allow me to bring home such “a hideous, hideous car.” And then there was the spouse of a NVRG club member who uttered only, “Oh my,” when shown the photos. What’s with folks? In spite of these remarks, we remain positive, optimistic for our Woody’s future. Yup, lots of potential – I do admit though, it will be a while before it joins one of our tours. We look forward to that journey though.



WELCOME TO THE CLUB

Henry Horrocks

1140 Monkton Road

Monkton, MD 21111

1936 Phaeton

henry.horrocks@comcast.net



Colin Spong

22 New North Road

Hainault, Ilford, Essex, UK

colin@spong1.fsnet.co.uk

Our second UK-based member!

Wayne and Jane Chadderton

1529 Thurber Street

Herndon, VA 20170

wichad@gmail.com

1934 Fordor

Rockville Antique & Classic Car Show

by Cliff Green

The day was very pleasant with some wind and the field was dry - that was the good news! The bad news was the 35 minute stop and go to enter the field and the traffic returning on 270 and the beltway. We peeled off at Georgetown Pike and enjoyed the relaxing pace. I will not cross that bridge again in the woodie!!

There were 295 cars preregistered plus those off the street - big show! There were only four pre-war flatheads and several shoeboxes.

The featured cars were Italian. Some fantastic Ferraris' came out of the woodwork. One job was a light blue race car that won at Pebble Beach and at Le Mans in 1955. The guy has owned it for 50 years and the value can not be determined because it is the only one - somewhere north of 5 mill. Another red Ferrari coupe was valued at between 8 - 12 mill!! Sandra and I had a Ferrari expert take us down the long line explaining each car.

Ace Rosner, 92, was there with the first imported gull wing SL Benz (*maybe a 2011 Mercedes-Benz SLS AMG Gullwing? – Ed.*). He reportedly paid \$250K for it and can only sell back to the dealer within the first year. Only 300 will be made.



Cliff & Sandra Green with Ace Rosner

Following members brought a Lincoln: David Blum, Alan Whelihan, Chad Coombs (plus the UK Spong brothers), Don Pauly and Rick Parker who brought three! I was the lone Ford.



YUM – A GREAT RECIPE!



The first floor of the flagship Jordan Marsh store in Boston held a bakery famous for its delicious blueberry muffins. The bakery was a vital part of the shopping experience at the store. In the early 1990s Jordan Marsh closed its bakeries. Since then, the blueberry muffins have become the focus of much lore around the Boston area. A December 2004 *Boston Globe* article put it best: "For decades, any decent downtown shopping trip ended at Jordan Marsh, where the promise of a sugar-crust blueberry muffin could make annoying children angelic."

After the store's closing, former Jordan Marsh baker, John Pupek, opened the *Jordan Marsh Muffin Company* in Brockton, MA. Mr. Pupek's company made thousands of blueberry muffins a week, as well as other delicacies made famous by Jordan Marsh. In 2004 he decided to close his store and hang up his apron for good. Mr. Pupek still owns the Jordan Marsh muffin name and his muffins are sold at Macy's in Portland, ME.

Jordan Marsh Blueberry Muffins

from Helen Burns

½ Cup Margarine	2 Teaspoons Baking Powder
2 Cups Flour	½ Teaspoon Salt
1 Cup Sugar	2 ½ Cups Blueberries
2 Eggs	2 Teaspoons Sugar (for top)
½ Cup Milk	Teaspoon Vanilla

Pre-heat oven to 375°

Cream sugar and margarine until fluffy

Sift dry ingredients

Mash ½ cup blueberries and stir in by hand

Add remaining blueberries

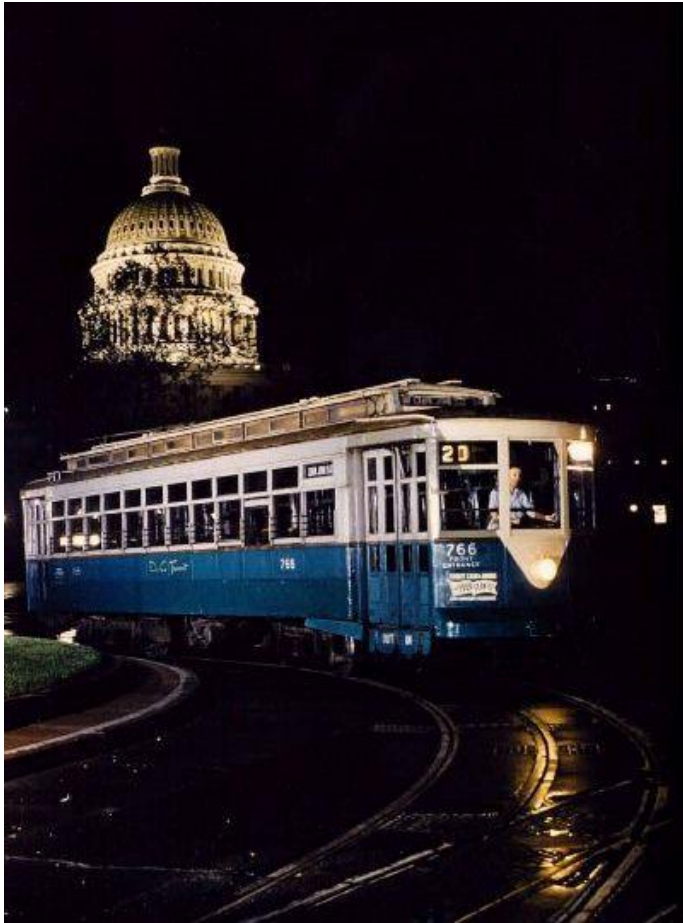
Grease pan – pile high in pan

Sprinkle with remaining sugar

Bake 30 minutes

Cool in pan about 30 minutes

November Tour – National Capital Trolley Museum



- ✚ Join us on Saturday, November 6 as we explore the sights and sounds of the National Capital Trolley Museum in Silver Spring, Maryland. The museum preserves the history of trolley systems that existed in many American cities when our V8's were in daily use and focuses on the system that used to serve the D.C. area. We will have a chance to see the museum's interpretive film and extensive displays as well as take a ride on the museum's restored trolley.
- ✚ We will gather at Fair Oaks Mall at the usual spot at 10:45 AM where we will form car pools and depart at 11:00 AM sharp for Kilroy's Restaurant located at 5250-A Port Royal Road which is just off Braddock Road on the west side of the Beltway. We have reservations for lunch at 11:30 AM and will drive to the museum after lunch arriving there at or before 1:30 PM. The museum is open until 5:00 PM so we should have plenty of time to take it all in.
- ✚ You may join us at Fair Oaks, Kilroy's, or the museum itself at 1313 Bonifant Road, Silver Spring, MD. If you want to meet us at the museum, you can go to their web site at www.dctrolley.org for directions. In any event, please call Hank Dubois at 703-476-6919 or email him at hcubois@juno.com and let him know that you are going and where you will be joining the group. This will be a fun day - don't miss it!

YOUR 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 our next membership meeting or...
- ✚ at our Holiday Gala.

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.

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NVRG Calendar



November

6	National Capital Trolley Museum Tour. We'll depart Fair Oaks, have lunch at Kilroy's and caravan over to the Museum. This is a great family event complete with rides in vintage trolleys. Full details on page 12.
9	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ford Heaters (<i>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 – see details below.
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

January 2011

11	Membership Meeting – 7:00 pm – Nottaway Park – Program: Ford Literature Show and Tell – Bring your interesting pieces to share with everyone, John Sweet. Refreshments: TBD
25	NVRG Board of Directors Meeting – 7:30 pm @ Oakton Library
25	Valve Clatter Deadline - submit articles, want/sell, etc. to Ken Burns – helenandken@verizon.net

ANNUAL NVRG HOLIDAY GALA
December 4th - Country Club of Fairfax - Cocktails at 6 pm

Dress - coat & tie

\$40 per person - attendance limited to 60

Menu Selections:

Filet Mignon topped with Brandy Peppercorn Sauce, served with Gruyere Scalloped Potatoes

Breast of Chicken topped with Lump Crab Meat, served with Rice Pilaf

Vegetable Napoleon with Marinara Sauce

Vegetable of the Day

Salad of the Manor

Desserts – choice of Crème Brulee or Sherbet

To reserve your place, mail your check and entree and dessert choice to:

Sandra Green

6214 Militia Court

Fairfax Station, VA 22039

Checks are made out to **NVRG**, and received no later than **November 29th**

Don't forget to bring a wrapped gift if you wish to participate in the gift exchange!



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 November Meeting is on Tuesday,
November 9th at 7:00 pm in the
historic Hunter House, located
adjacent to the tennis courts,
Nottoway Park, Court House Road,
Vienna, VA

November Program: Heaters

TWO FORD HEATERS FOR 1939

HOT WATER

HOT AIR

The new Ford Hot Water heater has DIRECT flow for a quick warm-up and INDIRECT for continuous driving—both operated from a single switch with two speeds for each. It supplies plenty of warm air at all driving speeds. Heat from the engine is used so that it, like the Hot Air Heater, costs nothing to operate.

The new Ford Hot Air heater has been completely redesigned for 1939. It has a thirty per cent increase in the flow of warm air. It gives greater radiation at all speeds. Costs nothing to operate. It is designed for utmost safety and comfort. Equipped with a blower to draw in clean, fresh air and furnish ample warmth even at the lower speeds. Separate, illuminated blower switch. Two built-in defrosters are included with separate controls. The heating unit is under the hood, leaving the front compartment clear. The heater was a built-in, non-inflammable rock wool insulator, preventing noise from entering through heater outlet. Outlet is in center of the dash, easily adjusted to throw heat to right, left or down.

Price \$18.75 (plus installation)



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

FIRST CLASS MAIL