



Northern Virginia Regional Group



# Valve Clatter



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

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

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January 2011

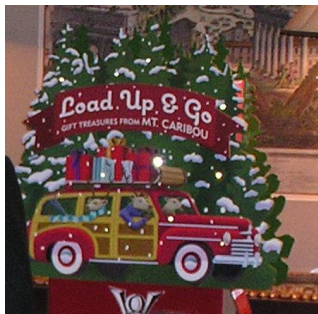
Ken Burns Editor

# 2010 HOLIDAY GALA

“Oh What a Night...December back in....”

Frankie Valle & the Four Seasons

*By Editor*



Well, we didn't have Frankie Valle with us but it still was quite a night. The Country Club of Fairfax was decked out in all its holiday splendor, our dining room, already beautifully decorated, was further enhanced by table center pieces provided by Dave and Sarah Gunnarson and a lighted woodie display brought by Cliff Green adorned the table adjacent to the Christmas tree where we stashed the gifts we brought to exchange. Our merry group of “usual suspects” was joined by new members Wayne and Jane Chadderton who were attending their first NVRG event and by Kathy Cummings, recently married to long-time NVRG member, Leo. Congratulations, Leo and Kathy! Also joining us was Steve Pieper's father who was

getting set to celebrate his 91<sup>st</sup> birthday the following day. Several of us took advantage of the liquid libations available at the cash bar while waiting for others to join us.



After a suitable period of imbibing, mingling and socializing, the chimes sounded, signaling it was time to sit down for dinner. Dave Westrate once again said Grace before we settled in to do some serious damage to our waists and cholesterol count. The hands-down favorite entrée was the wonderfully prepared Filet Mignon topped with Brandy Peppercorn Sauce. Sitting in rounds of ten we all had the opportunity to renew old friendships or make new acquaintances. Helen and I had the good fortune of sitting at a table with Wayne and Jane Chadderton and found out that Wayne is getting ready to retire and in preparation for this, he and Judy had recently purchased a fully restored 1934 Deluxe Fordor to go along with their sail boat. Also during the course of our dinner conversation Wayne told me about a unique self-service garage in Sterling.

Gala continued on Page 5

## *Up Front with the President*



*January 2011*

Happy New Year to my fellow V-8 and HV-12 enthusiasts in the Northern Virginia Regional Group. Henry Ford once said that “If everyone is moving forward together, then success takes care of itself.” Sage and true words from the man from Dearborn. I’ve been a member of the Northern Virginia Regional Group for many years and I’ve seen Henry’s adage in use thousands of time. From putting on National meets to Christmas parties. From the Fairfax Car show to the Valve Clatter and Web Page, the hallmark of the Northern Virginia Regional Group is participation and a willingness to move the club forward to more fun things.

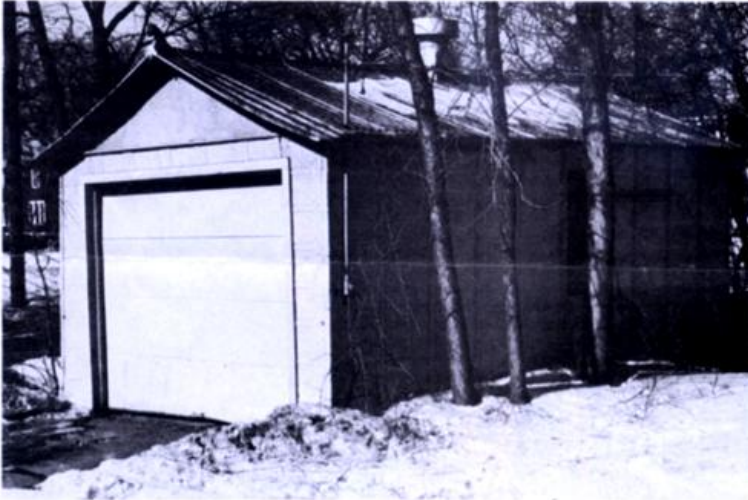
As noted by other incoming presidents, I realize I have big shoes to fill. Over the past two years **Eric Sumner** has done an outstanding job as president, as have all his predecessors. Being able to serve as your president is an honor and I’m glad to have the opportunity head this great club! We’re entering our 33<sup>rd</sup> year as a Regional Group and that means that 2011 is going to be a fun year. Full of great events, meetings, tours, and most of all, Early Ford V-8s, Lincoln’s and Mercury’s. We have one of the most fun, dynamic and energetic Regional Groups around. The NVRG members have a wide range of cars, from Fords to Mercurys to those wonderful Lincolns. In addition, we have an incredible cadre of technical experts who know what makes these cars tick and enough fun in our hobby to make it a family affair to boot.

Naturally, with a new year and a new president, there are some other changes as well. I would like to recognize our new board member, **Mark Luposello** who is taking over the role of property manager. Welcome aboard Mark! Continuing in their roles from last year are **Cliff Green** as Secretary, **John Ryan** as Treasurer, **Dave Gunnarson** in the membership role, and **Eric Sumner** as immediate past president and program chair. **Rick Parker** is the NVRG Web Master, **Don Lombard** continues to document our progress as Historian and **Ken Burns** is the able editor of the Valve Clatter. To fill out the team for 2011, please also welcome the **Jim McDaniel** who is rejoining the Board of Directors as vice president.

Of course what makes the NVRG such a dynamic and fun group is our member participation. I encourage you to get involved in any way your time allows. It’s great fun and you can do it in so many ways. Come to a meeting, read the Valve Clatter – send in an article to the Valve Clatter (or even the V-8 Times!), come on a tour, take part in the May Fairfax show, plan a talk for a meeting, share a tech tip, or even come to a Board of Directors meeting. During the past several years I’ve enjoyed being your program chair and Vice President and I have had first hand experience in knowing how much our Region has! I learned a lot, met some really great people and had a blast doing it, and as president, I know it will continue to be fun! Hope to see you at the next meeting, event, or even better, on the road!

*John Sweet*

## Early Prefab Garages Made Locally



Just north of the architecturally distinctive district of downtown Fargo, perched on the corner lot of one of the community's grand old homes, sits a tiny one-stall garage, barely large enough to accommodate a full-sized car.

**YOU'LL SEE IT AS YOU CROSS** over Broadway heading west on Seventh Avenue, across the street from the bishop's residence in St. Mary's Square. The diminutive gray garage, hemmed by several slender trees, belongs to the residence at 702-704 Broadway, a home built by a prominent early Fargo hotelier Peter Elliott and still lived in by his daughter, Mrs. F. Urban Powers.

The garage is about as unobtrusive, as ordinary a building as one could find in these towns — except for one feature: the material out of which it is constructed. Formed out of decoratively stamped prefabricated metal, it represents the avant garde of prefab construction. And just as interestingly, the company that manufactured its parts was based right here in Fargo.

Built prior to World War I, the Seventh Avenue garage is one of several still-intact examples of the prefabricated automobile garages manufactured between 1913 and the mid-1920s by a firm called the Fargo Cornice and Ornament Company. The garage's proper title is that of "Rusk Auto House" in reference to George Rusk, the man who founded Fargo Cornice and Ornament in the late 1880s and who, nearly three decades later, recognized this area's mushrooming love affair with the automobile as a way to shore up his company's sagging fortunes.

**AUTOMOBILES STARTED BECOMING** accessible to large numbers of Americans during the first decade of this century. By 1913 one million-plus registered autos treaded the nation's dusty roads. Nine years later that number had ballooned to more than 10 million — and by 1927 it was up to 25 million.

People in wide-open rural states like North Dakota were as enraptured by the automobile as anyone — perhaps even more so. As of 1913 North Dakota contained about 15,200 registered motor vehicles; seven years later the number has climbed to nearly 91,000 — and by 1927 it was up to almost 161,000. As of 1920 there was one automobile for every 11 people in North Dakota — the fourth highest per capita figure in the nation.

Hand-in-hand with the burgeoning local interest in the automobile came a bevy of car dealerships, service stations, parts suppliers, repair shops

*Editor's Note: Much of the information for this article came from "Historic Resources of North Side Fargo: Inventory and Assessment," a 1986 publication researched and written by Renewable Technologies, Inc., under contract to the Fargo Heritage Society.*

— even a Ford Motor Company assembly plant along Broadway (in the building now occupied by Kaye's Printing).

The autos of the early 1900s also inspired another development: the garage. Since most new car owners' homes had been built prior to the era of the auto, many of the earliest garages were small, portable, prefabricated structures that could be easily transported and installed in the owner's back yard. And that's where George Rusk recognized and seized upon an opportunity.

**WHAT MADE THE RUSK AUTO HOUSE** distinctive from the other prefab garages of its day was the ornamental pressed sheet metal it was made from — a type of material more commonly found nailed to the ceilings of Victorian-era commercial buildings.

Fargo Cornice and Ornament Company was headquartered along Fargo's Front Street (Main Avenue). There, during the late 1800s and early 1900s, its employees created a variety of building parts and architectural ornaments such as cornices, skylights, metal roofing and window caps, fireproof shutters, imitation stone siding, steel ceilings and metallic frons and shingles.

To George Rusk's discouragement, the market for ornamental ironwork declined during the early 1900s (though his company survived into the 1940s). Searching for additional ways to expand business, Rusk (or a compatriot) hit upon the idea of adding prefab auto houses — garages — to the company's product line. Advertisements for the Rusk Auto House (which eventually was patented) began appearing in 1913 and continued into the late 1920s.

The advertisements touted prices of "from \$139.00 upwards" and appealed to the auto owner's sense of economy, practicality and safety. One ad, for example, listed these merits of the Rusk Auto House: "ornamental, durable, fireproof, storm proof, vermin proof, made in all sizes for any number of cars." The fireproof claim (which may have been open to debate) was noteworthy because of many early day auto owners' inclination to store gasoline in tanks inside their garage (this being prior to the proliferation of filling stations).

The Rusk Auto House on Seventh Avenue also features a sheet metal ventilator on its roof. Its purpose likely was to help vent gas and exhaust fumes out of the garage.

**THE RUSK AUTO HOUSE** at the Elliott/Powers home remains in use today, as do the handful of other Rusk Auto Houses scattered about this community. Once widespread, these few survivors exist as reminders of that transitional period between the time when livery barns dotted residents' yards, and the more modern eras in which permanent garages became a standard feature of most new home construction. — Don Lilleboe ☐

*Back sometime during the summer, Bob Wild sent me this article from the March 1988 issue of "Howard Binford's Guide." The article held particular interest for me because the large Victorian home I lived in as a child in Newton, MA had a similar garage. As you know, Bob was raised in North Dakota so this article perfectly melded his love for his home state and for all things automotive. When I got the article I thought it would be appropriate to run it when there was snow on the ground just like in the pictures. A restorable Rusk Auto Home is currently being offered on the [Desert Classics](http://DesertClassics.com) website for \$12,000! Ed.*

## IN MEMORIAM

### MANRID IVAN 'TOMMY' LUMPKIN

By Bill Simons

Our club has lost several beloved members this past year and it is with sadness that we have to add Tommy Lumpkin to this list. As we all know, this club is not about cars, it is about friendships and Tom was a great friend to many of us.



He was always a gentleman and always willing to help a fellow club member when he could. I first met Tommy at a car show in Leesburg over 30 years ago. I was there with my '34 Tudor and he had his '36 Roadster. He and Earl Criggar were sitting next to my car and I introduced myself as a new club member and happened to mention that I needed a part for my ignition switch. Tom quickly said that he had the part and he would mail it to me, which he did. Our mutual admiration for '34 Fords [and '36's] led to our long term friendship with Tom supplying me with correct tools, gas caps and other miscellaneous parts over the years. Tom was always a stickler for correctness and authenticity and he had a thorough knowledge 1934-1936 Fords and beyond.



His 1936 Roadster won First in the '35-'36 Open Car Class, and then took the Doug Boyle Memorial Trophy for best 1936, and finally was the first recipient of the "Best of Show" award at a Grand National Meet at Dearborn in 1973. Tom and the roadster were later featured on the cover of the Mar/Apr 1974 *V-8 Times*.



He regularly attended our monthly club meetings until he was no longer able to drive and was a frequent participant at our Fairfax car show, but he and his wife Beverly may be best remembered by our club members for always attending our annual Christmas party in December and bring a beautifully restored antique flashlight as a present.

Like the others who passed away this year, he will be missed.

### REMEMBERING TOMMY & ALL THE OTHER MEMBERS THAT WE LOST THIS YEAR

The NVRG Board of Directors has purchased an Early Ford V-8 Foundation Museum brick in the name of each NVRG member who passed away in 2010.



#### The Brick Campaign

The Museum's BRICK CAMPAIGN, "Paving the Way", provides supporters a permanent way to remember loved ones and help the Early Ford V-8 Foundation continue building the Museum in Auburn, Indiana. The bricks will be used to enhance the entrance to the Museum Building and will be viewed by all who enter the building.

(Gala – continued from front page) See his article about the garage and pictures of his Fordor on Page 6.

Once we were stuffed like the proverbial Christmas goose it was time for the traditional gift exchange. Eric Sumner took the floor to perform his last official act as NVRG President by introducing Bill Simons as the MC of the gift exchange. After explaining the intricate rules and strategies necessary for a successful gift exchange to the assembled multitude the first ticket was drawn and Steve Groves turned out to be the lucky winner.



Bill kept things moving at a lively pace and bantered with everyone as they selected their present and unwrapped it. There was much unsolicited advice from the peanut gallery as each of us tried to decide whether to keep the gift we had just unwrapped or trade it for something someone already had. Ah, much strategizing was needed here. Should I keep this gift? How many folks still need to draw? Books seem to be the most common gift, maybe I'll swap for one of them.



Maybe I can just take this, go back to my seat and sit there quietly hoping everyone forgets that I've got this great gift. On and on the night went with folks having to make these weighty decisions in front of everyone else. Such great pressure! Some folks kept their drawn gift – others decided to swap. There was a beautiful Pendleton blanket roll that was easily the most swapped gift of all. How many

times it traded hands and where it finally ended up I haven't a clue.



The most talked about gift of the evening was the jar of BBQ Dry Rib Butt Rub drawn by Susan Doudrick. It took Bill quite awhile to settle us down so we could proceed with the drawing.



Ah, you ask, what did Steve Groves finally choose? Was it the much travelled blanket or maybe that utilitarian non-slip fender cover? Nope, Susan Randall had drawn picked a Ford logoed folding chair and it stayed discretely by her side the entire evening – a very stealth-like object sitting there in its black bag on the floor next to her. Most of us had forgotten about it but not Steve. As he made the ultimate swap of the evening he said it would be put to good use at Hershey for many years to come.

A special thanks to Cliff and Sandra Green for once again organizing this great holiday event for us.

**Do-it-yourself-shop**

by *Wayne Chadderton*

After taking delivery of my '34 Fordor I wanted to check it over mechanically, change the oil and generally give it the once over before driving around. I found a shop called "Do It Yourself Mechanics." They're located at [21606 Cedar Lane](#), Suite 100 in Sterling.



They provide use of a lift with a 210 piece tool set. They charge by the hour or by the day. The facility is heated and if you change oil, they handle its disposal.

They're on the web at [www.ditymechanics.com](http://www.ditymechanics.com). Here are a couple of shots of my Fordor.



**IT'S ALREADY BEEN RESTORED, RIGHT?**

by *Cliff Green*

Driving down to the ENM this summer I was con-

scious of steering the Woodie more than usual. It was squirrely at times and I attributed it to the wear in the road caused by the trucks.

Coming back from the drive-in movie in August, we were caught in a torrential down pour and it poured inside too! Sandra got her shoes all wet and refused to ride in the woodie again until I got it fixed. Well, she'd thrown down the gauntlet and I decided to do some maintenance since it was too hot outside to play golf. I usually do the annual maintenance just before the Lebkicker tour, but this year it was done early!

I put the '40 on jack stands and cross rotated the tires – no noticeable wear – good. I grabbed the top and bottom of the tire to check the king pins (spindle bolts) and there was some slop!! What is this? These have been replaced – but as I thought about it, that was 41 years ago!!



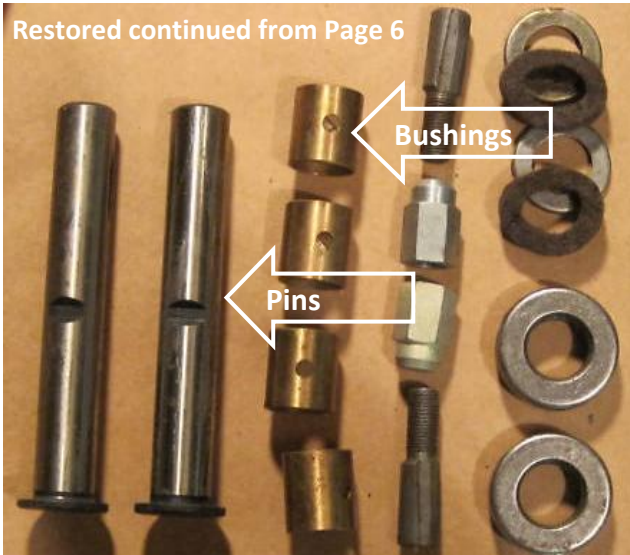
At about 1,000 miles a year or more, that comes out to 41,000 plus miles!

The brake drums came off and the shoes were real thin – time to replace. The brake system was all redone in 1976 – 35,000 miles ago. Not bad at all for drum brakes.

The good news is that everything came apart easily – no heating the king pins with a torch! And all the parts cleaned beautifully as they had been painted years ago. The pins that came from Mac's were made in the USA and I had the bushings replaced and honed at Fairfax Auto Parts Machine Shop on Lee Highway. They charged \$63 which is not bad. The machinist said the spindles were probably reamed before and that is why they wore out faster than usual.

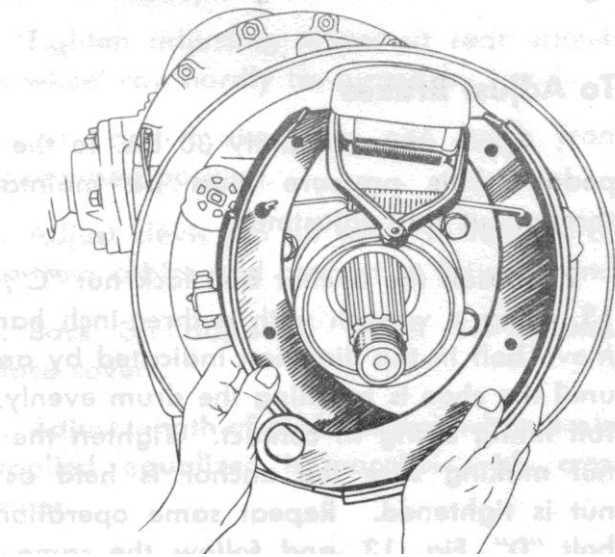
Restored continued on Next Page

Restored continued from Page 6



I ordered new tie rod ends because I destroyed the rubber seals that keep the dust and dirt out. I was suspicious of the originals since the grease fittings were metric!

The Canadian maintenance manual shows a neat way of removing the brake springs. You remove the lower adjustment bolts and cross the shoes at the bottom.



However, it is next to impossible to reverse the procedure. I had to use the tried and true method of a long Philips head screw driver to leverage the spring into the shoe hole. (See next article. Ed.)

Now to determine where the water leaks were. I removed the front seat to give better access to under the dash. The windshield molding came off and I cleaned out the old caulk. I noticed that the new clear caulk that I was applying was good for 35 years – hummm. Maybe that is why the windshield

leaked because the caulk wore out after 41 years!!

Since the glove box was removed I was able to replace the wiring on the clock light and adjusted the door so that it closes smartly.

There are a few other things to do on my list like adjusting the head lights and the horn, installing an electric fuel pump and adding seat belt to the middle seat.

You might have restored it once, but time sure flies by!

### There Must Be An Easier Way – There is!

by Editor

As the old saying goes “The right tool for the right job.” Many, many years ago I was faced with the same problem Cliff faced in trying to reinstall the brake springs. Fortunately, I had an old-time mechanic for a friend who he loaned me a pair of brake pliers. What a life-saver. I was so impressed that I went right out and bought a pair that I still used today.



The beauty of these babies is the specially designed hook on the end of one jaw. It allows you to hook on to the end of the brake spring. The point on the other jaw was designed to go in the rivet hole in the brake lining but will give sufficient purchase on the lining if your shoes have bonded linings. Just stretch the spring and give a little twist. Voila!





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



**For Sale** – Car trailer – V-nose, 22' long, 7' 10" wide, 7' 6" high inside; Torsion Suspension; 4 new tires & wheels; 4 wheel electric brakes; Rear door ramp - cable assist; Two 36" walk in doors; One 48" left escape door; 16 ft awning; A/C on roof - 110v; 1 screen door/2 windows; Electric lights/wired for 110v/12v volt lights; Insulated inside roof; 3 adjustable shelves in nose; 9" TV/refrigerator; 1 propane heater. Pictures available. \$3900.00. Contact Ben McDonald, Monday-Friday, 8am – 5pm, @ 540-292-1632 [macsgarage4u@gmail.com](mailto:macsgarage4u@gmail.com). 01/11



**Wanted** – Looking for flathead Ford and Mercury stock camshafts for performance analysis experiment. Contact Lloyd Emery: email [lloydemery@cox.net](mailto: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



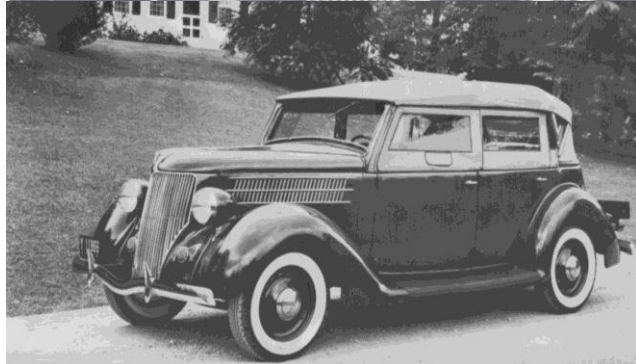
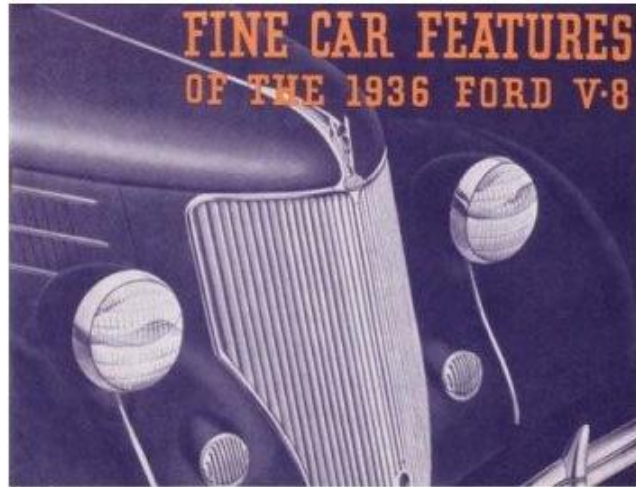
**For Sale** – 1951 Ford F1 Panel Truck – for reasons I'll go into later. I'll probably put it on Ebay or Criag's List but I thought I would offer it to members of the club first. If you're interested or know of someone who might be, please get back to me. Thanks. Allan Edwards, P.O. Box 2215, Front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



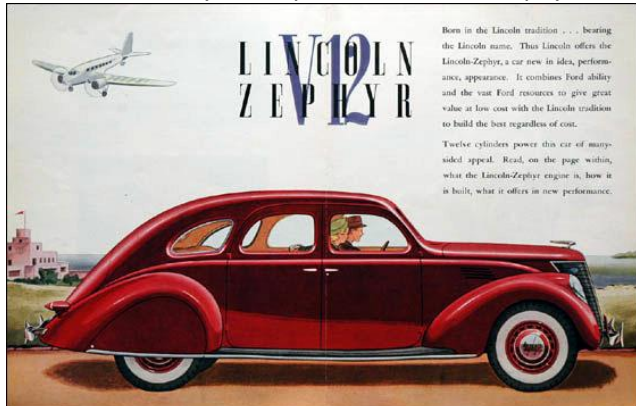
**For Sale** – 6 heads – 1 is 59AB/5 are 8AB's. Didn't see any cracks but need to be cleaned /inspected. Asking \$ 60 for all 6 heads . Sold as one lot. Tom Shaw – 703-771-9374 11/10



October 19, 1935 – Ford introduces the new 1936 Ford line of cars and commercial vehicles



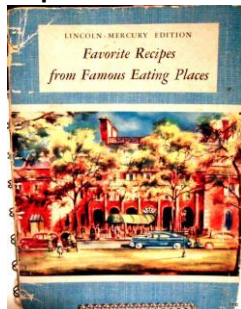
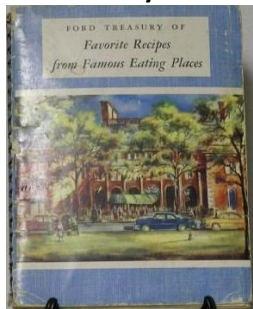
November 2, 1935 – Ford introduces the futuristic unitized body, V-12 powered Lincoln-Zephyr





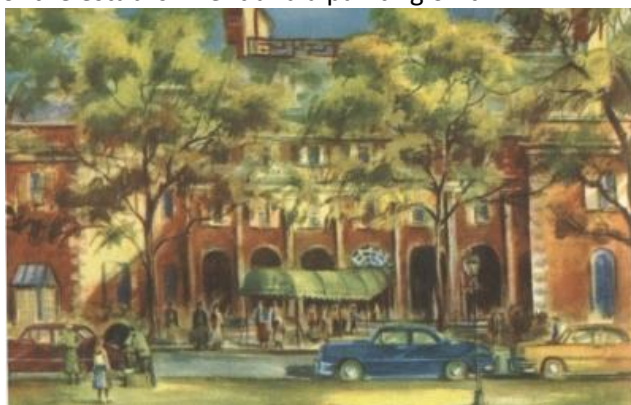
## FOR THE LADIES

### Ford Treasury of Favorite Recipes



These cookbooks were a give away in 1950 by the Ford Motor Company and its dealers. They were compiled by Nancy Kennedy and art director Arthur Lougee. The recipes were tested in the kitchens of the Women's City Club of Detroit.

The recipes in these books generally featured the specialty of the house from "Eateries" across the country. The recipe page featured a brief description of the establishment and a painting of it.



**Pineapple Whipped Cream Pie**  
from the Dearborn Inn, Dearborn, Michigan

- ✚ 1 #2 ½ can crushed pineapple
- ✚ 1 cup sugar
- ✚ pinch of salt
- ✚ juice of ½ lemon
- ✚ 2 tablespoons cornstarch
- ✚ 1 unbaked pie shell
- ✚ Whipped cream

1. Cook pineapple with sugar, salt, and lemon juice.
2. Thicken with cornstarch.
3. Pour into unbaked pie shell and bake for 30 minutes.
4. Let cool; then served topped with whipped cream.

## THANK YOU

Dear Club Members,

This is the only way I have to reach all of you and say thank you. I understand that there is to be a Memorial brick with Bob's name inscribed, to be placed in his honor at the Early Ford V8 Foundation in Auburn, Indiana. What an honor---I know he is pleased---he did love his old cars. It was a wonderful hobby and through it we met many wonderful friends. I cherish all of you---please stay in touch. Again many thanks.

Love you all,  
Jane

## MORE THANKS



### A Note from the Editor

*I'd like to take a moment to thank the following individuals, in no particular order, for their contributions to the Valve Clatter during 2010. They've provided articles, tech tips, photos, restoration updates and so much more. They have made my job much, much easier.*

*Cliff Green, Jim LaBaugh, Eric Sumner, Von Hardesty, Michael Kozak, Dave Gunnarson, John Girman, Bill Simons, Kay Sondheimer, John Sweet, Tom Shaw, Clem Clement, Chris Sanders, Rob Doudrick, Maurie Roesch, Mark Luposello, Rick Parker, Hank & Cindy Dubois, Steve Ross, Dave Westrate, Tommy Lumpkin, Sandra Green, Jim Nice, Don Fowler, Jim McDaniel, Patty Girman, Chad Coombs, Bill Potter, Alan Whelihan, Jeannette Hall and Keith Randall*

*I hope I haven't missed anyone – if so let me know and you'll be acknowledged next month. Thanks again - Ken*



YOU ARE INVITED TO  
**OLD CAR AND TRAIN DAY**

SUNDAY FEBRUARY 20, 2011  
12 Noon to 5 PM

@

THE CLEMENT HOME  
12106 GARY HILL DR  
FAIRFAX VA 22030



## First Tour of the New Year!

### Ken Gross Garage Tour

*January 15, 2011*

Join us for a tour of national-known automotive historian, writer (and NVRG member) Ken Gross' eclectic collection. See his award winning "old school" '32 highboy roadster and view his awesome collection of unique and rare flathead intake manifolds and other nostalgic period speed equipment.

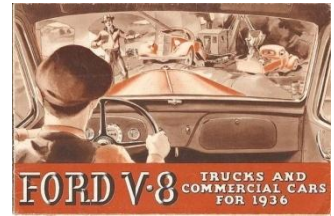


- ✚ Meet at Fair Oaks Mall @ 9:00 am (our usual meeting place – across the loop road from the [Marriott Hotel](#)) or meet us at Ken's house @ 10:00 am
- ✚ Drive your V-8 weather permitting
- ✚ Arrive Ken Gross' house @ 10:00 am – [17535 Francis Farm Place, Hamilton, VA](#)
- ✚ Lunch @ Magnolia's in Purcellville - 198 North 21st Street

Sign up at our January meeting or contact Leo Cummings  
703-866-9707 (H) or [rpmlhc@aol.com](mailto:rpmlhc@aol.com) or 571-212-7747 (C)



# NVRG Calendar



## January 2011

1	<b>Happy New Year Everyone!</b>
11	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> Ford Literature Show and Tell – Bring your interesting pieces to share with everyone, John Sweet. <b>Refreshments:</b> Dave Westrate
15	<b>Garage Tour at Ken Gross'</b> – come out for the first tour of the year to see Ken Gross' beautiful cars and his extensive collection of vintage Flathead speed equipment – see page 9 for complete details
25	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library
25	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## February

8	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> 1935-6 Fords – what are the differences? – TBA. <b>Refreshments:</b> Eric Sumner
20	<b>Antique Train &amp; Car Day</b> at Clem & Sandy's – see page 10 for more details
22	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library
22	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## March

8	<b>Membership Meeting</b> – 7:00 pm – Nottaway Park – <b>Program:</b> 1935-6 Fords – what are the differences? – TBA. <b>Refreshments:</b> Eric Sumner
25 & 26	<b>AACA Sugarloaf Mountain 40<sup>th</sup> Annual Swap Meet</b> – Frederick County Fairgrounds – Frederick, MD
29	<b>NVRG Board of Directors Meeting</b> – 7:30 pm @ Oakton Library
29	<b>Valve Clatter Deadline</b> - submit articles, want/sell, etc. to Ken Burns – <a href="mailto:helenandken@verizon.net">helenandken@verizon.net</a>

## Down the Road

April	<b>Annual Poker Run</b> to kick off the NVRG touring season
May	<b>NVRG Downtown Fairfax Car Show</b>

**Make a New Year's resolution**

**Send in your 2011 dues!**

Make the check out to "NVRG"

Send it to: David Gunnarson

10707 Ellie's Court,

Fairfax Station, VA 22039

OR

Pay at the January meeting – still only \$15



**Board of Directors**  
**NORTHERN VIRGINIA REGIONAL GROUP**

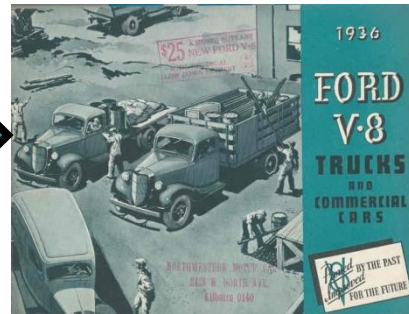


President: **JOHN SWEET** 703-430-5770

Vice President	<b>Jim McDaniel</b>	703- 569-6699	FFX Show	<b>Dave Westrate</b>	703-620-9597
Secretary	<b>Cliff Green</b>	703-426-2662	Property	<b>Mark Luposello</b>	703-356-3764
Treasury	<b>John Ryan</b>	703-281-9686	Refreshments	<b>Mark Luposello</b>	703-356-3764
Membership	<b>Dave Gunnarson</b>	703-425-7708	Historian	<b>Don Lombard</b>	703-690-7971
Tours – Primary	<b>Leo Cummings</b>	703-866-9707	Web Site	<b>Rick Parker</b>	301-279-7145
Tours – Assist	<b>Hank Dubois</b>	703-476-6919	Newsletter	<b>Ken Burns</b>	703-978-5939
Programs	<b>Eric Sumner</b>	703-860-1916	Past President	<b>Eric Sumner</b>	703-860-1916

**January Program: Show & Tell  
Ford Literature**

Mark your calendar! The January Meeting is on Tuesday, January 11<sup>th</sup> at 7:00 pm in the historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, VA



**FIRST CLASS MAIL**

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