

Northern
Virginia
Regional
Group



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Value Clatter

Early Ford V-8 Club of America



Northern Virginia Regional Group #96
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September 2015

Ken Burns - Editor

GOING, GOING, GONE!

NVRG's Annual Ice Cream Social and Auction

By Editor



Pitman Ray Lambert and Auctioneer Nick Arrington work the crowd as they action off a new repro 1935-6 Ford exhaust pipe.



Gay Harrington looks over her shoulder as Clem Clement bids on yet another must-have goodie!

Helen has an expression about raising grandkids: "Spoil them rotten, fill them up with sugar then send them home to their parents." Well, our Ice Cream Social and Auction in August had some of those elements going for it. We had some kids/grandkids in attendance and they weren't the only ones who seemed to be hyped up on sugar or fell under the spell of auctioneer Nick Arrington and pit man Ray Lambert.

First about the Ice Cream Social. Dave and Sarah Gunnarson once again took on the task of satisfying our sweet tooth and did an outstanding job. There was lots of vanilla, strawberry and chocolate ice cream and condiments galore: everything you'd expect to build the ultimate banana split plus crushed Oreos, M&Ms and other evil things too numerous to mention. I'm sure Michelle Obama, the Surgeon General and the American Heart Association would all have frowned on what we consumed that evening but boy oh boy was it ever good! Once we laden our dishes to capacity we settled in groups to enjoy each others company and consume our massive frozen dairy concoctions. We also took the opportunity to browse the wondrous treasures that beckoned to come home with us. Once we were in cruise control on that sugar high it was time to start the auction portion of the program.

Our region group holds two fund raising events each year. All proceeds from the 50-50 raffle at our City of Fairfax Car Show in May go to support the Annual Antique Automobile Muster (now in its 58th year) at the Armed Forces Retirement Home in Washington, DC. Our other fund raising efforts support an equally worthy cause: the Early V-8 Foundation and Museum who's mission is to honor Henry Ford and Ford Motor Company products - past, present, and future. The museum is an educational and research model for all to enjoy. If you read the regional group section of the *V-8 Times* or get the *V-8 Foundation News* you already know that many other groups hold auctions as a way to raise and donate funds to the Early Ford V-8 Foundation and Museum.

Auction continued on page 3

Up Front with the President



September 2015

I found this rather difficult to believe when it dawned on me, but our 10th annual NVRG calendar is taking shape as you read this. That's not the unbelievable part. The unbelievable part is that we have been able to produce a high-quality photo calendar of 12 completely different NVRG calendar cars for a DECADE without having to repeat a single member's car. Yep, again this year we have 12 member's cars that have not made the calendar before. For those who can't quickly lay their hands on their abacus, that's 120 calendar-quality member's cars. This speaks to a really active and quality club, with a lot of members spending time on and taking pride in their Early Ford V-8 automobiles. We have some really excellent examples in this, your Northern Virginia Regional Group's 2016 calendar.

The above photo was taken at Belle Grove Plantation in Middletown, VA (in the Shenandoah Valley), where we stopped on our way home from a previous Drive-In Movie overnight tour to Stephens City. This will be the cover photo for our 2016 calendar.

While the calendar is not yet ready for the presses, it will be ready for sale and distribution by Hershey. The calendars make great Christmas gifts for friends and relatives as well as winding up on display in your office, workshop, man cave or garage. I hope you'll all be able to support your club through purchases of this year's calendar. Sales information will be disseminated later, but if you wish to reserve your calendars now, you can notify **Cliff Green** who will be handling the calendar sales. The prices this year will be \$15 if you pick up or buy directly from a member, or \$18 to have it mailed to you. Our thanks also go to Cliff for soliciting and gathering all the photos for this year's calendar. He has taken on this task of getting the photos for a number of years now while I format and put together the monthly calendar pages. Thanks for doing the hard part, Cliff!

Under **Gay Harrington's** tutelage as Membership Chair, our Club's membership is at an all-time high of 148 members – and I understand we have a few more in the works. Great job, Gay.

We still have a lot of Club activities planned before we have to put our old machines away for the winter. By the time you get this we'll have already had our Annual Picnic at Jim and Edna Cross' farm. Upcoming tours include our annual overnight trek to Stephens City in September for their Drive-In night; a tour to Marshall, Virginia in early October for their Ford dealership's 100th anniversary in the SAME LOCATION (they'll be having a LOT of vintage cars through the years at the dealership); and in late October we'll have our three-day Memorial tour, this time to western Pennsylvania. For programs, in addition to our standing Hershey slide review in October, you can look forward to a presentation on batteries and one on restoring interiors. Early December will also include our annual Holiday Gala. See our Club schedule.

Please remember this is the time of year to be thinking about our upcoming elections and next year's Board of Directors. We have a few people who will be leaving the Board, so a few slots will be available. Being a Board member has been very interesting and fulfilling for me (I'm not one who is leaving), so if you have the time to invest, I think you would find it as rewarding as I have. Please give it some thought.

Jim

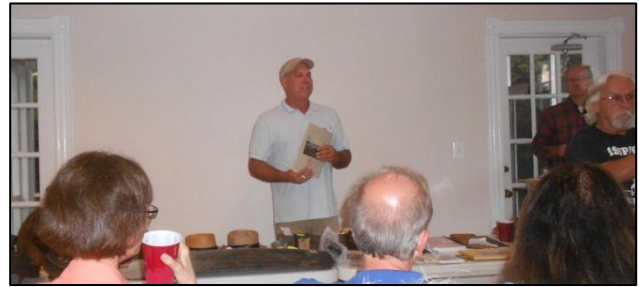
Jim "High Sheriff" McDaniel

Auction continued from front page

This year our catalog of items up for auction was enhanced by a generous donation from late member Dick Lebkicker's son of some really desirable automotive literature. The collection was curated by Dave Gunnarson, Keith Randall and Gay Harrington and items that fell outside the purview of the Flathead era were donated to other local car clubs for their fundraising activities. In advance of the auction Joe Freund and Dave Gunnarson collaborated to produce an auction catalog and set up a process for remote bidding by our far flung membership. We don't need real time remote phone or on-line bidding but we took sealed mail-in bids for the first time and both mail-in members won at least one auction item.

Prior to the start of bidding Nick made sure everyone one had purchased a bidder's number and explained the rules of the auction. We sold bidder's numbers for \$5 each which would be applied to the cost of your first winning bid. If you never won a bid during the evening the \$5 was donated to the auction proceeds.

excellent strategy because there was a lot of interest in all the items and I came away with an original *Genuine Ford and Mercury Parts and Approved Accessories Wholesale Catalog for 1938 through 1946 Cars and Trucks* in primo condition. This is similar to the "Green Book" except it was intended for use by Ford authorized independent garages. It also contains the wholesale price of all the parts. How about a NOS 01A-8206-D chromed radiator right hand grille half for your 1940 Ford DeLuxe for only \$4.80?



Nick auctions off an Early Ford V-8 Club 1940 Ford Restoration Guide.

Nick's quick wit and banter keep us entertained throughout the evening and rumor has it that it caused more than one of us to raise our bidder's card inadvertently – see bullet three of the bidder's card. The hero of the evening was Clem Clement who bought a pair of Harbor Freight cast jack stands which are known to be a safety hazard. He plans to "donate" them to the county recycling facility the next time he goes.

The entire evening was a great success and the club Board of Director's will supplement the evenings proceeds in order to donate \$1,000 to the V-8 Foundation. As special thanks to all the folks who worked on making this such a great event.

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TERMS OF SALE

- Everything is sold "As Is, Where Is", with no guarantees of any kind. Buyers shall rely entirely upon their own inspection and information.
- Everything must be paid in full on the day of the auction regardless of when picked up.
- All sales are final. The bidder is responsible for knowing which items he is bidding on. Auctioneer cannot honor "mistakes".
- Do not move merchandise without auction personnel present to check you out.
- Save this number as your purchases are listed in your name in the above number.

Thank You

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Nick opened the bidding with a series of publications from the Lebkicker collection. This was an

IN MEMORIUM

Larrie Martin

February 22, 1947 – August 2, 2015



During our 2014 Poker Run Larrie (L) and her sisters, Jeanette and Karen, shared a back seat (in this case it was Frankie's '51 Coupe) once again just like when they were kids.

DRIVE YOUR FORD TO A FIRE

Responding to a Fire in a 1937 Ford Fire Engine

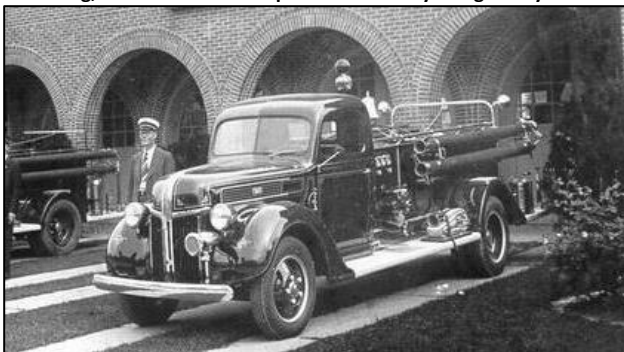
By Don Pauly

My recent involvement (see *July's Valve Clatter*. Ed.) with firemen at the Leesburg Car Show has reminded me of my brief stint as a volunteer fireman many years ago. It was early January 1963 when I navigated the destroyer [USS Furse \(DD-882\)](#) up the ice choked Delaware River to the Philadelphia Naval Shipyard to begin a 10 month modernization overhaul. This began a rare time when shipboard sea duty actually permitted me, as the Commanding Officer, to be home every night. I had rented a home across the river in a suburb of Woodbury, NJ, called Center City, and I decided to do what I could during this period to do some form of service to my community.

Center City had a small volunteer fire company with two trucks, a 1937 Ford pumper and a newer 1941 Ford pumper. I joined that company and took weekly training which eventually qualified me to drive the 1937 truck and run its pumps.



Hibbing, Minnesota's 1937 open cab truck in years gone by and a...



and a shiny '41 closed cab pumper truck down in Hallettsville, Texas.

Our entire operation was simple - almost crude. Fires were reported by phone to a well publicized number which rang special phones in three homes - the thought being that someone would surely answer. Whoever did would get the address of the fire and remotely trigger the fire

alarm siren. Firemen hearing it would speed to the firehouse and pick up a phone there to receive the address and write it on a large chalkboard. The first qualified truck driver to arrive would start the truck and pull it out onto the apron, wait two or three minutes for a few others to arrive, and then drive to the fire. Later arrivals would follow in their own cars. I lived far enough from the firehouse that I never got there first - except for one time!

I had come home early one day, and when the siren went off, I was first to the firehouse. So I went through the routine - but nobody else showed up! This had never been discussed in training! What to do? I pulled out alone and headed for the fire. Enroute I spotted a group of high school boys who had just been dropped off by their school bus. I stopped the truck and asked for their help and several jumped aboard. I knew I was doing something risky and probably also illegal, but we got to the fire. It was an empty detached garage and had already burned extensively. The owner had foolishly relied on a garden hose for a long time before deciding to phone in an alarm. I told the boys what to do and we did completely extinguish it and we then soaked down the remnants. No other firemen ever showed up at the scene, and I dropped the boys off at their homes on my return trip to the firehouse.

I never got in trouble for involving the boys, and they actually seemed to enjoy helping me. But I will always remember driving that heavy truck with many red lights, a loud siren, a large water tank, rather poor mechanical brakes, really hard steering, and a completely open cab - but it was a reliable flathead V8.

WELCOME TO THE CLUB

Dick and Jan Shafer

6535 79th Place

Cabin John, MD 20818-1223

DickShafer@Havtech.com

1937 Deluxe Coupe (see photo next page)

Beckford "BT" and Barbara Mackey

1014 Harriman St

Great Falls, VA 22066-2533

bmackey314@aol.com

1941 Coupe

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FOR THE LADIES (& GUYS, TOO)

Greetings from Elyse’s Wine Corner – Barrymore Pinot Grigio by Carmel Road...A Wine with Star Power!

By Elyse Kudo



Nestled in Monterey between the Gabilan and Santa Lucia mountains is a winery where great wines are produced called Carmel Road. The wine maker Kris Kato and actress Drew Barrymore have partnered to create Barrymore Pinot Grigio and the soon to be released Drew’s Blend Pinot Noir. You may wonder why this actress, director and business woman would get involved in this project and the answer is pretty simple – Drew & her friends enjoy their culinary Pot Luck get-togethers which are enhanced by a great glass (or more..) of wine. Drew pays homage to her ancestry and the label bears the family crest that as a young girl she saw grace the screenplays that Lionel Barrymore had throughout the house. The buzz being created is so great that *People Magazine* featured Drew and her fabulous juice in the July 20, 2015 edition.

What can you expect to have grace your palate upon opening the enticing bottle? Flavors of lemon drop, Asian pear and honeydew melon with a bit of wet stone. There’s a medium body weight and the fact that there’s 5% each of Chardonnay and Riesling in the blend makes the finish clean and crisp.

Apple, brie, arugula and grilled cheese bites are the perfect appetizer which Drew favors to serve with the wine.

Recipe for Grilled Cheese Bites

- ¼ cup walnuts
- ¼ cup blue cheese
- ¼ cup honey
- 1/8 tsp Siracha sauce

- *Blend the first 4 ingredients in a food processor
- 4 oz Brie w/the rind removed
- 1 green apple, cored & sliced
- ½ cup arugula coarsely chopped (divided)
- 4 Tbls butter (divided)

Spread the food processor blend on 2 slices of sourdough bread, top with the thinly sliced apples and arugula; place thin slices of brie on top. Cover with 2 more slices of sourdough and grill in the pan with 2 TBLS melted butter. Flip the sandwiches after browned and add the other 2 TBLS butter. When the cheese is melted and the bread is browned you’re ready for a great experience that will complement your wine.

The wine is easily found – Harris Teeter (throughout the region), Bassin’s MacArthur Beverages, Winestyles, etc. \$14.99

Questions? Email me – Elyse.kudo@jfwmail.com

Cheers, Elyse



MEET YOUR NVRG DIRECTORS

Hank Dubois

Tours – Team Lead

I was born in 1944, the second of three brothers, and grew up on a dairy farm in the Town of Shoreham, Vermont. Shoreham is on Lake Champlain on the western side of the State and is in the south-central part of the Champlain Valley, one of the principal agricultural regions of Vermont with many dairy farms, apple orchards and other agricultural enterprises. It was a great place to grow up and, like most farm kids, I eagerly learned how to drive farm tractors and trucks at a very early age as part of my training for work around the farm. Like most boys during that time, I also developed an avid interest in cars which, in my case, centered around early Fords

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and early Ford hot rods in particular.

Due to some rather unusual circumstances, my high school experience was probably more like that of a kid from a military family than a farm family since I attended three different high schools. My first two years were spent at two local public high schools, and my last two were spent at a Catholic prep school in Plattsburgh, N.Y. where I graduated in 1961. After that, it was on to the University of Vermont in Burlington where I graduated in 1965 with a major in Political Science and a minor in Geography. UVM was a Land Grant College, so I also took the two years of basic ROTC training which was mandatory for men at that time. However, when the time came to sign up for advanced ROTC, I was turned down due to my history of asthma and this led to my Selective Service reclassification to 1-Y. I was never called up so my military experience is limited to two years as a Junior ROTC Cadet! During my sophomore year at UVM, I met Cindy, a pretty blonde freshman, who caught my eye and attention and never left it! We dated for the next three and a half years and became an "item" on campus and at my fraternity and her sorority. We married on June 11, 1966, shortly after Cindy's graduation from UVM with a double major in English and Political Science (we took a lot of Poli Sci courses together!). We've had a wonderful life together and it's hard to believe that next year will be our 50th anniversary which we'll be celebrating, God willing, along with the Westrates, Girmans and Burns.

After graduating from UVM, I continued working for the [Grand Union Co.](#) (where I had worked part-time during college) until the right federal government job came along. That happened just before we got married so we spent the better part of our honeymoon driving to the DC area to locate an apartment then driving back to Vermont to retrieve our belongings then back to Northern Virginia to get settled and ready to report to my new job with the US Department of Agriculture. Cindy also got a job with the USDA about a year later. However, after five and a half years working as an Administrative Assistant and then as an Administrative Officer with the USDA's Food Distribution Program, I decided that I needed to get away from what I perceived to be the Washington "rat race" and return to a slower pace of living, preferably in Vermont.

I was able to transfer to the US Customs Service as an Import Specialist Trainee (with a substantial reduction in grade) at the Port of Champlain, NY, a

small town on the Canadian border about 50 miles south of Montreal, Quebec, Canada. In spite of the relative obscurity of this location, it was one of the country's busiest ports at that time and, as a result, this turned out to be quite an interesting and challenging job. Within three years I was back at my old pay grade as a Senior Import Specialist in charge of a classification and appraisal team. By that time, we had moved to Swanton, Vermont which is about 25 miles from Champlain, NY; not a bad commute when the weather was nice but pretty challenging when it wasn't. Winter temperatures along that part of the Canadian border can get down to 40 below zero and snowfalls can be very heavy with blowing and drifting snow that can plug highway underpasses and bury parked vehicles. We accumulated quite a few "winter stories" during those six winters that we lived along the border and the thought of living a bit further south became more and more appealing!

In the summer of 1977, we moved back to Northern Virginia with both of us again working for the USDA in the Food and Nutrition Service (FNS). Cindy worked in the Food Stamp Program while I worked in the Child Nutrition Programs and in the agency's Office of Financial Management. I held a variety of positions over the next eighteen years including Senior Food Program Specialist, Grants Management Specialist and Technical Development Specialist for School Food Programs. FNS was a good agency to work for during those years and we both had a lot of interesting experiences and met a lot of interesting people in our jobs. Work related travel assignments over the years also enabled us to see quite a bit of our great country. However, after 29 years of Federal service, I was ready for a change and, in 1995, I decided to take advantage of a USDA-wide "early out" retirement program which had begun in the early-1990's and was rumored to expire at any time. Cindy decided to keep working but was able to take advantage of a second "early out" retirement program three years later. Retirement has been great and I like to tell people that "it's the best job I've ever had"! Since retiring, I have put an addition on our house and upgraded its exterior, was able to spend more time visiting and helping our parents in their final years, have become more involved in Church and Church related organizations and the pro-life cause, have spent more time training/bird hunting with my Brittany Spaniels, have

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done more deer hunting, have done a little more travelling and hope to do more, and, of course, have spent a lot more time on my early Ford V8s, the NVRG, and other old car related activities.

My first car was a '30 Model A Ford Coupe purchased for \$30 in the summer of 1959 from an elderly Polish gent in Port Henry, NY. He had been using it for years in the winter to drive to and from his ice fishing shanty on Lake Champlain! The rear fenders were bobbed off at the top to prevent tire chains from catching them and the rear quarter on the passenger side had been pushed in and crudely pounded out. It was pretty rough but it had a good motor and chassis and ran strong. Soon after getting it home, I removed the fenders, running boards, hood and bumpers and had an instant hot rod! And, since it had 18" '32 wheels on the rear and 16" '35 wheels on the front, it even had a decent "rake!" I learned a lot working on that old Ford with the help of some valuable tips from my Dad. This was a non-registered "pasture" car and only occasionally did it make a quick run on the mile-long road frontage of our farm much to the consternation of the State Troopers who patrolled the road...but that's another story! I reassembled the fenders, etc. on the car and sold it in the fall of 1961 for \$125 to pay my college fraternity initiation fees. The man who bought it planned to restore it so it may still exist today.

I soon regretted selling the Model A and started looking for another old Ford but couldn't find anything decent in my price range. I did find a nice '35 5-window Coupe with a 59A engine in Ticonderoga, NY, that was owned by a mechanic. The \$250 asking price was way too much for me but that car sparked my interest in '35 Fords which, at that time, were not considered as desirable as the '36 model. My younger brother, Alex, shared my interest in old Fords and hot rods and usually accompanied me on these quests. We soon came to the conclusion that we might as well build our own hot rod. So, in the spring/summer of 1962, we started gathering parts for the project (a lot of stuff was free) and, by the following summer, we had a genuine hot rod on the road; a chopped and channeled '34 pickup cab on a Model A frame with a '51 Merc engine! Our total combined cash outlay for the project was \$250 including a "new" set of recap tires! We really enjoyed our new ride for a couple of seasons but my brother wanted something with more power. So, during my senior year at UVM, he dismantled the '34, built a fiberglass T roadster on the model A

frame (now z'd front and rear), and powered it with a 392 Chrysler hemi engine. This rig proved to be too scary to drive so he sold it to a fellow who beefed up the chassis/tires and drag raced it at the strip in Milton, Vermont. While my brother was involved with the roadster, I started putting together another hot rod pickup, this time a '35 cab on a '41 frame using the '51 Merc engine and '38 transmission from our previous '34 project. I didn't get to finish this project before Cindy and I got married and moved away so my Dad included it in the farm equipment auction when my folks sold the farm in 1967. I don't remember how much it fetched at the auction but a cousin of mine in Hinesburg, Vermont bought it. I never found out what he did with it, if anything.

My interest in old Fords continued but the possibility of owning one was put on hold when we moved to No. Virginia in the summer of 1966 and didn't resurface until we had purchased a home with a place to garage an old Ford. I joined the National V8 Club in 1985 and the NVRG right after they hosted the 1987 Eastern National Meet in Fairfax. I found out about the Meet from the V8 Times and I saw the V8 signs along Route 50 directing participants to the host hotel at Fair Oaks Mall. Naturally, I took time off from work to attend and was awed by all the beautiful V8s that I was able to look at and photograph up close. I also managed to meet some NVRG members as well as some of the members from other RGs. I was hooked!

After the Meet, I scrambled to repair, reroof, and electrify an old chicken coop on our property and build a new set of doors for it that were wide enough for a car. Fortunately, the building had a useable concrete floor and it was just big enough for an old Ford with a few extra feet of workspace on the end. (That "garage" was replaced in 1992 by a new barn-like structure with ample room for four cars.) In the fall of 1987, I bought a '35 3-window Coupe from a club member and our V8 adventure was underway! This was the car that we took on club tours and to club events for the next 12 years. However, in the summer of 1999, on the way home from the Eastern National Meet in Reading, PA, it developed engine trouble about 50 miles from home when a small chunk of aluminum broke off the top of a piston, scored the cylinder wall and eventually exited via the exhaust valve. Fortunately I was able to limp home and the coupe has been in mothballs

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Hanks' first '35 3 Window, the one in mothballs.

Luckily, we had another '35 3-window in reserve, a nice rust-free car that I had purchased the previous year. After driving this one for a couple of years with its tired '36 LB engine, I decided to convert it into a '50's style "sleeper" hot rod which I did in 2003 with a lot of help from Eric Sumner. This car is powered by a '41/'42 Merc engine that has been enhanced with all of the usual '50s performance features found on street-driven hot rods back then. It represents the car I wish I'd had back in my high school/college years and has been our regular driver for Club tours and events for the past twelve years.



Hank's current '35 "driver" in front of the Capitol in 2005.

We also have two other V8s: a very decent, solid, and mostly original '39 Deluxe Woodie which I purchased in 2000 in New Jersey and a '35 Cabriolet which I purchased locally in 2005 and which has been undergoing restoration for the last eight years ... but again, that's another story! My plans for the Woodie are to repair and refinish it only as needed to present it as an original, well used but well maintained example. The Cabriolet is currently in the capable hands of NVRG member Thetan Ogle, a true craftsman, and is nearly ready for paint. After painting, it'll be back in my hands for mechanical

assembly before receiving an interior and top.



Hank's '39 Woodie features all original wood and the roof fabric.



The disassembly process underway on Hank's '35 Cabriolet.

I have been very active in the NVRG since I first became a member in 1987. I've been on the Board of Directors almost continuously for over 20 years where I've held numerous offices including President in 2001 and 2002. I've worked on tours and programs more than anything else and have been the Director or Co-Director of each of these functions numerous times. Cindy and I really enjoy our club tours and rarely miss an opportunity to drive our V8 in the company of other club cars and members. I have attended at least 15 Eastern National and Grand National Meets and have judged at many of them, most recently as a Senior Judge usually on the '35/'36 Judging Team. Finally, I was privileged to be Co-Chair with Cliff Green of the 2007 Eastern National Meet which was held in Fairfax and which really raised the "bar" for National Meets. The NVRG is truly a special club and an important part of our lives. We've had a great time participating in its many activities, many of which we wouldn't have had a chance to do without the entree provided by club members. It's also amazing how members come together to help each other out, not only with their V8 projects but with many other things as well.

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We look forward to a most interesting and fun-filled future with all of our NVRG friends.

TECH TALK

Magic Elixirs

By Editor

Most of you probably remember Cliff Green's water pump travails while attending the Eastern National Meet in Charlotte and also read Frank Scheidt's article in the *V-8 Times* about prepping his '40 Sedan for his trip to the Meet as well. You may have noticed that they both mentioned their own secret concoction for keeping their Flatheads running cool and Skip Haney's name was tossed in their articles also. I was getting ready to finally start the engine in my black Woodie and began to wonder just how all these cooling fluids and additive mixtures compared so I threw together a little table. You can see some basic similarities in all mixtures and a few differences.

CLIFF	
Main Coolant	Distilled Water
Additives	Pump Lube ¹
	Water Wetter ²
Thermostats	No
FRANK	
Main Coolant	Distilled Water
Additives	Pump Lube ¹
	Rust Inhibitor ³
Thermostats	No
SKIP	
Main Coolant	2 Gallons Permanent Anti-Freeze
Additives	2 Bottles Purple Ice ²
	Large Bottle Barr's Granular Aluminum Stop Leak ⁴
Thermostats	No
KEN	
Main Coolant	Distilled Water 5 ½ Gallons
Additives	Pump Lube ¹ – Zerox Water Pump Lube and Protector – ZRX-ZC04
	Water Wetter – Purple Ice ² – 2 Bottles
	Rust Inhibitor ³ – NAPA 1300 Radiator Rust Inhibitor – 1 Bottle – probably overkill with the Zerox Lube and Protector
	Large Bottle Barr's Granular Aluminum Stop Leak ⁴
Thermostats	No

The recently rebuilt engine in my Green Woodie (the one that used to smoke so badly) had always run hot, both before and after rebuilding. Over the years I've done all the usual things: had the block

boiled out during rebuild, changed radiators – had them both cleaned and pressure tested but the engine continued to run hot although it never boiled over. I decided to follow a little mix and match philosophy as you can see from the chart. After draining the old anti-freeze/water mixture out of the Green Woodie and refilling it with the ingredients in the chart I fired it up and let it idle for about 20-25 minutes in the shade with the outside temperatures in the low 90s. I watched the temp gauge slowly climb into the normal range and the creep upward some more. Using my infrared heat gun I found out that in my car the center or normal position on the temp gauge is 165° and half way between the center and the upper tick mark is 185°. At the far right of the gauge the engine temp is slightly under 200°. Even after 20 minutes of idling in the 90°+ weather the temperature never reached the boiling point. I'll get a better feel for how everything works this weekend when I drive out to our picnic.

NVRG BOARD ELECTIONS

Call for Nominations

Folks, according to our NVRG By-Laws, August is the month when we started the process of looking for folks who enjoy our Regional Group and want to have a hand in making it even better that it is right now. Our Board of Directors consists of 10 voting members, each serving two year terms, with five members standing for election each year. The staggered elections mean that while there is continuity on the Board, each year we have the opportunity to refresh the Board with new members.

Our nomination/election timeline goes like this:

- ✚ August – Call for nominations – Nomination Committee named – contact Committee Chair Dave Gunnarson if you would like to run for a seat on the Board or know of someone you think would make a good Board member.
- ✚ September – list of nominees presented at the September general membership meeting. Nominations will also be accepted from the floor.
- ✚ October – election takes place by electronic and mail-in ballot if more there are more than 5 nominees. If there are not more than 5 nominees, those nominated will be elected by acclamation at the general membership meeting.
- ✚ November – if there are more than 5 nominees all ballots received by November 1st will be counted and the results announced at the No-

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member general membership meeting. Newly elected Board members will attend the November Board of Directors meeting where NVRG officers for the upcoming year will be elected and committee Chair positions agreed upon.

- Results of the Officer election and Chair assignments will be announced in the December *Valve Clatter* and announced at the Holiday Gala.

Here's what all of this means. We need interested folks to step forward and help keep this club great. Don't be afraid to become involved. If you've never served on the Board before you won't be thrust into a position you're not comfortable with. The Board elects the President, Vice President, Secretary and Treasurer. You won't be thrust into one of these jobs unless you want to be. You can start out helping an experienced member organize our programs, tours or membership or other activities. Once you're feel comfortable with your position you can take on a larger role.

Contact Dave Gunnarson today if interested!

DUES ARE COMING DUE



**NVRG 2016 dues are payable by December 31st
Still only \$15 per year!**

It's easy to renew:

- Send your check made out to "NVRG" to Gay Harrington, 3080 N. Quincy Street Arlington, VA 22207 or...
- Pay her at Hershey or...
- Hand her the check/money at our Holiday Gala.
- Reminder – late renewal:** if renewing after December 31st please submit \$20.

Let Gay know if you need to update your membership roster information, i.e. address, email, phone, cell, etc. Also changes in the cars you own. Remember – you must also be current on your National membership dues.

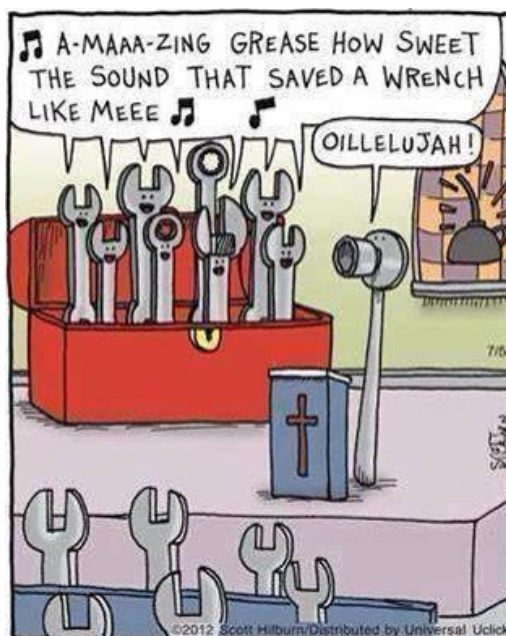
FROM THE EDITOR'S DESK

If you read the July *Valve Clatter* you know that I was a Navy Combat Search and Rescue helo pilot back during the Viet Nam War. The squadron I was assigned to began holding reunions in 2007 and we hold them every other year. For some reason (Helen says she thinks my default position is "I'll volunteer") I ended up as the Chair of our group's 2015 reunion which will be held in Colonial Williamsburg over Veterans Day this year.

Up until recently I was able to put adequate time and effort into the *Valve Clatter* but the tempo of reunion-related activities is ramping up and I need to push back from the editor's seat for a couple of months and concentrate on my reunion responsibilities. I asked Cliff Green if he would take over my *Valve Clatter* responsibilities for the October, November and December issues and he graciously accepted. Is this a great club or what? So, you'll see Cliff's name replacing mine on the masthead for the next three months. I'll resume my *Valve Clatter* editor duties beginning with the January 2016 issue.

As many of you know, Cliff was the award winning editor of the *Valve Clatter* for 13 years and set the standard for excellence that I strive to reach with each issue. I know that all of you will give him the same outstanding support that you've given me. If you have items you'd like to contribute to the *Valve Clatter* during the next three months please send them to Cliff. If stuff inadvertently ends up in my email box I'll forward it on to Cliff.

Thanks for your understanding. Ken



Annual NVRG Drive-In Movie Tour

September 19th and 20th

Family Drive-In – Stephens City

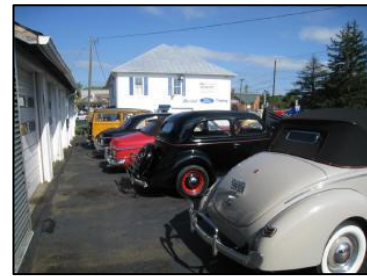
- ✚ **Saturday 9/19** - Depart from Fair Oaks at 1:00 pm, for Stephens City. Check in at the [Holiday Inn Express](#) about 3:00 pm. Call 540-869-0909 or 1-800-315-2621 to book your room – tell them “*Henry Dubois/Early Ford V8 Club*” sent you. Our rooms will be held until **September 12th**. The price is \$78 plus tax. Holiday Inn Express serves a complimentary breakfast.
- ✚ We'll leave for dinner at the Roma Restaurant (a short walk from the Holiday Inn) about 4:30pm. Roma features Italian and Greek cuisine ([menu here](#)) and HI guests receive a 10% discount. Sorry, The Butcher Block Buffet has gone out of business.
- ✚ After dinner we'll head to the [Family Drive-In](#) theatre for their 6th Annual Classic Car Show and Movie night. We'll arrive before dark (around 7:00 pm) and park together. The featured movie is [The Snake and the Mongoose](#), the story of two of the NHRA's fiercest competitors – Don (Snake) Prudhomme and Tom (Mongoo\$e) McEwen as they compete aggressively for dominance in the nascent sport of drag racing back in the 1960s. Bring a portable FM radio, chairs and sweaters/blankets in case it gets cool after sunset.
- ✚ **Sunday 9/20** – after breakfast we'll visit the Newtown History Center in Stephens City for a guided tour by the museum's curator. In addition to the main museum there is a general store and a building dedicated to showcasing wagon making in Stephens City during the Colonial era.
- ✚ Leaving the museum we'll visit the [Valerie Hill Winery](#) for mimosas or wine tasting for those interested. The tasting house is a beautiful Federal-style brick manor house built in 1807 by a Revolutionary War Captain.
- ✚ After completing our tour of the winery we'll head south on Route 11 to the historic Wayside Inn in Middletown. It's under new management and will be opening just for us. Because they're opening specifically for our party you must pre-order your meal.
 - Rib Eye Steak, salad, vegetable and baked potato - \$25
 - Crab Cakes, salad, vegetable and baked potato - \$22
 - Steamed Shrimp, French fries and coleslaw - \$21
 - Chicken Pot Pie, salad and scalloped apples - \$18
 - Pulled Pork BBQ Sandwich, fries and coleslaw - \$16
 - Peanut Soup, salad and Angel ham biscuits - \$13
 - Brunswick Stew, salad and Angel ham biscuits - \$13

All choices are plus tax and tip
- ✚ You must contact Hank Dubois (handcdubois@verizon.net or 703-476-6919) [by September 12th](#) for reservations at Roma's, Newtown History Center and your menu choices at the Wayside Inn.

Marshall Ford

Established November 23, 1915
100th Anniversary Celebration
&
Town of Marshall Festival

Saturday, October 3 – 11am to 4 pm



- ✚ Marshall Ford is the oldest Ford dealer in the United States continuously operating in the same location and building.
- ✚ The NVRG caravan will depart Fair Oaks Mall at 9:00 am. You can join us en route or in Marshall. We'll travel I-66 to Route 15 in Haymarket and then follow Route 55 to Marshall.
- ✚ Marshall Ford will provide preferential parking for our V-8s and other vintage Ford vehicles.
- ✚ If driving independently, you'll need to arrive in Marshall NLT 10:00 am in order to enjoy preferential club parking.
- ✚ Other Ford car clubs will be present – from Ts to muscle cars and everything in between.
- ✚ Bring your chairs and plan to spend some quality time with friends and enjoy a small town celebration!
- ✚ Bring a picnic lunch or dine at one of the local eateries.
- ✚ Visit the numerous shops in Marshall.
- ✚ Seven Virginia wineries will have booths set up on Main Street.
- ✚ An additional 25 vendors and crafters will also have booths along Main Street.
- ✚ Channel 5 will be broadcasting live from Marshall Ford all day.
- ✚ A sign up sheet has been started and will be circulated again at the September club meeting. If you miss the meeting please contact Keith Randall so that he can arrange adequate parking for all NVRG V-8s.

✚ Questions or to confirm your participation contact:
Keith Randall: klr8217@aol.com or (703) 913-5655

NVRG ANNUAL FALL MEMORIAL TOUR

October 23th to 25th

Departing Fair Oaks Mall on October 23rd – Departure time TBA



- ✚ We'll stay both nights at the historic [Summit Inn](#), 101 Skyline Drive, Farmington, Pennsylvania. Fifteen rooms are reserved for us (group rate of \$165.00 per night for a king or double and \$185.00 for a "Summit King"). For reservations call 724-438-8594 and mention the Northern Virginia Regional Group for the group rate. Cancellation policy is a full refund if cancellation is made 72 hours or more before arrival date.
- ✚ **IMPORTANT:** This is a historic, vintage three story hotel (1907) and has no elevators so request a 1st floor room if you prefer not climbing stairs with your luggage. Also, there are a limited number of rooms with two beds so reserve early if this is your choice.
- ✚ This is a historic hotel where Henry Ford and his pals Thomas Edison and Harvey Firestone stayed on occasion with pictures of them in the [lobby](#).
- ✚ On Saturday we'll depart the hotel at 9:15 am for a short drive to Frank Lloyd Wright's [Falling Water](#) (built 1936-9) for a group tour (we must be there by 10:00). Cost is \$20 per person. Falling Water was voted most important building of the 20th century by the American Institute of Architects. You must contact Wayne by October 7th if you want to tour Falling Water.
- ✚ Saturday after lunch you can explore the following places on your own or return to the hotel and relax while taking in the breathtaking views.
 - [Laurel Caverns](#) is the largest natural cave in Pennsylvania. The tour lasts about one hour and has a cost of \$12 for adults and \$11 for seniors. Check it out on the web for conditions that could be challenging for some.
 - [Fort Necessity](#) is a National Park and the site of the first battle of the French and Indian Wars. It began in early June, 1754, and marked the first major event in George Washington's military career.
 - [Kentuck Knob](#) (built 1953-6) is another Frank Lloyd Wright house in the Usonian style (affordable for the average American) located 12 minutes from the Inn.
 - [Lady Luck Casino](#) at Nemaolian Resort – The hotel will provide a voucher to each of us for use at the casino.

✚ Questions or to let us know you'll be on tour with us contact:

Wayne Chadderton wjchad@gmail.com

or

Bill Simons bsimons@rustinsurance.com

HEY, DETROIT! LOOK AT THIS!

Mr. Wright's Wonderful Automobile

By RALPH STEIN



Frank Lloyd Wright was famous as America's greatest architect. But he was original in another way you never suspected. Here's his design for your 1960 car



THE late Frank Lloyd Wright has been hailed in newspapers, magazines and over the air for his great and often revolutionary contributions to the art of designing houses, factories and public buildings. He has also been praised for his bold thinking about the furniture that went inside his buildings, and the highways approaching them.

But few people are aware that this modern Leonardo da Vinci also had some highly original ideas about automobiles. Above is a drawing of the car Wright designed and discussed in his last book, "The Living City."

Six-foot wheels!

Like other automobiles, this one has four wheels, an enclosed place to sit in and an engine. But if you think that Mr. Wright was going to put the four wheels at the four corners of his machine and then dispose the other automotive viscera in any stodgy normal fashion, you're wrong.

In the first place, the four wheels are of three different types and sizes; two of them, the driving

wheels, which are geared to the engine, are no less than six feet in diameter. One "wheel" is an inflated rubber sphere and only one is the sort of wheel you're used to having on your car.

The two "Great Wheels," as Mr. Wright called them, are set roughly amidship with the engine and transmission between them. The spherical wheel is in front (some nine feet in front), and the normal-sized wheel which pivots, and thereby steers the car, is well aft. A line drawn through the points where the wheels touch the road would give a diamond-shaped figure instead of the prosaic rectangle that your car's wheels make. The two

"Great Wheels" are to be no less than seven feet apart and the passenger compartment between them is six-and-a-half feet high. There'll be no crouching and grovelling to get into this car — the face-forward doors reach nearly to the roof. Three comfortably wide seats are set side by side with the driver handling a tiller, not a steering wheel, in the middle. Such is the head room that passengers might well be a pair of six-foot-six Buckingham Palace guards complete with bearskin hats.

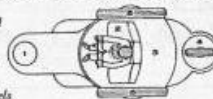
This car has running boards

Visibility should be wonderful, for from a point over the driver's head down to his knees the entire front of the passenger compartment is to be of some transparent material. Even the doors are transparent right down to the running boards — yes, this car has running boards!

If you think that the "Great Wheels" might cut down your view to the sides, you haven't reckoned with Mr. Wright, for he proposed that large round holes be stamped in — Continued on page 15

FRANK LLOYD WRIGHT'S BIG WHEELER

1. Spherical front wheel
2. Seats
3. Engine compartment
4. Steering wheel
5. Six-foot driving wheels



From the May 24, 1959 issue of "This Week Magazine", a supplement that was included in a lot of Sunday newspapers at the time.



Vehicles For Sale

- 1950 Ford Custom - 89,716 miles - Original interior - Flathead V8 - runs great - Virtually rust free - Vintage accessories - Headlight visors - Taillight stainless side trim - Fender skirts - Window vent visors - \$12,000 - Lynn: 336-246-9343 or Jerr: 336-354-6669 – located about 6 hours south of Richmond 8/15
- **1936 Ford Fordor Touring Sedan** – They're still out there. A friend of mine, Buddy Mooney, has a '36 Ford 4 door touring sedan for sale. Asking \$7,000.00 or Best Offer. His number is 240-320-7930. It is an early '36 and appears to be all original and complete. For more pictures contact Mike Prater: michael6225@comcast.net 7/15
- **1949 Ford Tudor** - drive anywhere, call for details: Andrew Miller, Fredericksburg, VA, 540 659-3023 7/15
- **1947 Ford Super Deluxe Sedan Coupe.** Rouge/HPOF car. Runs and shows well. \$25K, **1948 Ford Deluxe Coupe.** Multiple Dearborn/AACA awards. Restored. \$27.5K, **1949 Ford F1 Stakebed** truck. Off-frame restored. Beautiful. Needs nothing. \$25K. **Jason Javaras** (540) 786-5819
- **1935 Ford Fordor.** Owned since 1962 by National Capitol RG member. Green with black fenders. New mohair upholstery, new battery, and bumpers chromed. It needs a tune-up etc. Car is in Frederick across the street from the fairgrounds in a garage. **Richard Ramsburg** 321 210-8667 5/15
- **1950 Ford Tudor** – owned by former NVRG member – located in Staunton, VA. JoAnn Pendley, 540-324-0152. 70 Koogler Hill Lane, Staunton, VA 24401-6900 04/15
- **1948 Mercury 4-door Sedan.** Rebuilt flathead V-8, frame; brakes, radiator, heater, radio, gas tank redone, bumpers re-chromed. Body needs refinished. \$7,500.00 Nego. Extra parts and trim available. **Harry Foor** – Western Maryland, 301-689-9184, hwfoor@verizon.net 01/15
- **1951 Ford F1 Panel Truck** – All original V-8 flathead survivor. Needs mostly cosmetic body work

and paint but no large dents or structural problems. Runs great! Much ground-up mechanical work already completed. I've **reduced the asking** price to \$8,500 to promote a quick sale. Contact me for pictures and a list of all the mechanical/electrical resto items that have been done. **Allan Edwards**, P.O. Box 2215, Front Royal, VA 22630. alfromva@aol.com, 540-635-6865 (H) or 703-408-8372 (C) 01/15

Parts and Miscellaneous For Sale

- **VA License plates** – 1 set 1932 truck, \$100 or offer; 1 set 1954, \$100 or offer; both need some touch up – Locking latches for 1934-35 Ford Trunk (New), offer - Welding set, two medium tanks with cart and welding table, \$50 or offer – Home made trailer with 1932-34 wheels, \$50 or offer. Benny Leonard, benshar100@gmail.com, 703-863-5814 (C) 703-278-2994 (H) 09/15
- **1949 Ford** front cross member, spindles, stabilizer bar, A-arms, steering column, shaft with worm. **42-48** parts including garnish molding, weather stripping, parking lights, etc. from a previous project. **Jim Sweeney**, Ruther Glen, VA, (About 1 ½ hours south of Vienna on I-95) **253 217-7583** 7/15
- **1934 Parts.** Front and rear fenders, fair to good condition; headlights, front bumper, bumper brackets. **Mark Luposello**, 703-399-0999, or drspdracer@gmail.com 5/15
- Set of 4 used Coker WWs and tubes, 6:00x16, low miles, good tread, no dry rot. **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 4/15
- Transmissions: '49-'50 overdrive, '51 overdrive, '56 H.D. (292"-312"), '75 automatic (Windsor). Engines: '86 T-Bird Ford 5.0L (302"), '74 Mercedes engine and trans, includes all accessories and cats. Misc: '49-up starters and generators, '49-53 water pumps. Much more, just ask. **Steve Groves** – 301-530-7411 before 9:00 pm. 03/15
- Bumper type tow bar, \$50. ½"drive air impact wrench, \$10. 3/8"air ratchet wrench, \$20. compact electronic engine analyzer, \$20. **Bill Selley**, wsb39@cox.net, 703-679-9462 9/14

Automart continued on next page

Automart continued from previous page

➤ Welder with both oxygen and acetylene tanks. It also includes two welding tips plus a cutting torch. I will also throw in a package of steel rods, brass rods and aluminum rods – \$125. Other miscellaneous 1953 Ford parts. **Tom Shaw** – 703-771-9374 7/14

➤ 1933-34 Parts: 40 year collection of small and large parts left over from 2 frame off restorations. Engine parts of all kinds; 3 21 stud blocks – complete; 3 rear ends and a complete front end; 1 rebuilt '34 radiator; 2 transmissions and 4-5 sets of used gears up thru 1939. Many brake parts. Set of 16" wheels. Adapters to install a 51-53 Flathead in '34 frame. Act now, they're going fast. Put these parts to good use – I won't be restoring another 1934 Ford. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407 – 540-847-3363 7/14

Wanted

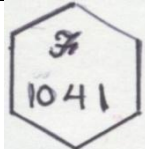
➤ Two or 4 used 650/70/15 or 700/70/15 tires for my 1947 Chrysler. Andy Koerner akoerner2@cox.net 09/15

➤ A single garage space in the somewhere in the Fairfax Station, Fairfax, Springfield, Lorton area. Minimum of 10' x 20'. If you have space or any leads let me know. **Don Lombard** (C) 703-975-6454 (H) 703-690-7971 or don.lombard@verizon.net 8/15

➤ 8BA script head bolts – see images below. Must be in excellent shape. **Steve Groves** – 301-530-7411 before 9:00 pm. 03/15



Need 8 or more long and 6 or more short

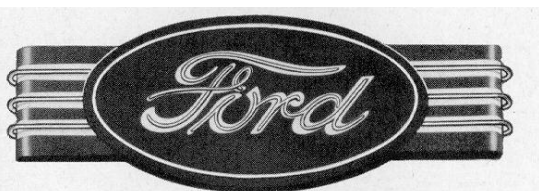


Need as many as you have – both long & short

➤ For 1940 Ford – heater switch for hot water heater. – **Bill Chaney**, flihi@cablefirst.net or 804-776-7597 12/14

➤ For 1935 Ford closed car: the radio speaker with cable and connector to the radio box. **Jim Eberly** – 301-689-9420 – Jeberly4@comcast.net 7/14

➤ Driver quality 35-36 Pickup. Contact Nick Arrington – nta1153@verizon.net or 703-966-8422 01



2016 NVRG CALENDARS



2016 NVRG Calendars are about to go to press. This is our 11th consecutive calendar and once again we present 12 completely new NVRG member calendar cars. Great for Christmas gifts or for your own man cave. These calendars will be available for pick-up at Hershey or at our regular monthly meetings. Contact Cliff Green, Ken Burns, Dave Gunnarson, Bill Selley, Dave Westrate or Eric Sumner and grab a couple for yourself or a bundle for your swap meet space. Reserve a calendar today by email, mail or phone from Cliff Green:

✚ dcliftongreen@gmail.com

✚ 6214 Militia Court

✚ Fairfax Station, VA 22039

✚ 703-426-2662

If paying by check make the check payable to "NVRG."

The calendars still cost only \$15 (you pick up) or \$18 (USPS Mail).



Mural – Ford Building – 1939 World's Fair



NVRG Calendar



<u>September 2015</u>	
7	Clifton Lions Club/Custom Cruisers of Northern Virginia 15th Annual Labor Day Car Show – Historic Clifton – better get there at sunrise for a good parking space! – more info here .
8	Membership Meeting – 7:00 pm – Nottaway Park – Program: Batteries and Other Electrical Mysteries, Cliff Green – Refreshments: Rob Pond
10	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
12	Knights of Columbus Annual Car Show – 5115 Little Falls Rd in Arlington VA. 9 AM to 3 PM rain or shine. All proceeds to benefit the Honor Flight Network . \$15 pre-registration, \$20 on-site registration. Call (703)895-4032. Contact Ken Burns for an application.
19-20	NVRG Drive-In Movie Night at the Stephens City Drive-In Theater. See page 11 for details.
29	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
29	Valve Clatter Deadline - submit articles, want/sell, etc. to Cliff Green – dcliftongreen@gmail.com
<u>October 2015</u>	
3	Marshall Ford's 100 Anniversary Celebration – Marshall, Virginia. We'll caravan from Fair Oaks Mall or you can join us there to celebrate Marshall Ford's 100 th anniversary in the same location. See page 12 for details.
4	58th Annual Antique Auto Muster at the Armed Forces Retirement Home – Caravan leaves from Pan Am Shopping Center @ 8:00 AM sharp – contact Clem Clement at clem.clement@cox.net or Ken Burns at helenandken@verizon.net if you plan on caravanning. Don't get left behind!
7-10	What Else but Hershey? – Join the usual suspects for Breakfast and/or Happy Hour at the Flathead Bar & Grill. Also join the NVRG gang for dinner at local restaurants. Contact Cliff Green cliffgreen@cox.net to sign up for the various activities.
TBD	Hershey Wives' Luncheon – Join us for the fabulous luncheon buffet or order off the menu at Brion's Grille – we'll meet there at noon – contact Helen Burns for reservations at helenandken@verizon.net or by phone only at 703-978-5939.
13	Membership Meeting – 7:00 pm – Nottaway Park – Program: Hershey Review. Refreshments: Dave Westrate
15	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
18	Woodies at Rockville – Woodies will be the featured marque this year!
23	NVRG Fall Memorial Tour see 13 for more details
27	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
27	Valve Clatter Deadline - submit articles, want/sell, etc. to Cliff Green – dcliftongreen@gmail.com
<u>November 2015</u>	
10	Membership Meeting – 7:00 pm – Nottaway Park – Program: Restoring the Interior; kits, tips and resources – Refreshments: Jim LaBaugh
TBD	Caffeine Double Clutch Breakfast – Fair Oaks Silver Diner at 9:30 AM. Questions? Contact Ken Burns helenandken@verizon.net or Clem Clement clem.clement@cox.net .
24	NVRG Board of Directors Meeting – Red Hot and Blue, City of Fairfax. Dinner at 6:30; meeting at 7:30. All welcome to attend.
24	Valve Clatter Deadline - submit articles, want/sell, etc. to Cliff Green – dcliftongreen@gmail.com

Down the Road



✚ **December 12 – Holiday Party** @P.J. Skidoo's, Fairfax Boulevard, Fairfax City



2015 Board of Directors
NORTHERN VIRGINIA REGIONAL GROUP



President: Jim McDaniel - 703-569-6699					
Vice President	Bill Simons	703-536-3648	Tours – Team Lead	Hank Dubois	703-476-6919
Secretary	John Ryan	703-281-9686	Tours – Member	Art Zimmerli	703-323-1774
Treasurer	Wayne Chadderton	703-435-1142	Tours – Member	Bill Simons	703-536-3648
At Large	Dave Gunnarson	703-425-7708	Property/Refreshments	Mark Luposello	703-356-3764
Membership	Gay Harrington	703-888-0180	Historian	Don Lombard	703-690-7971
Programs – Team Lead	Joe Freund	703-281-6282	Webmaster	Cliff Green	703-426-2662
Programs – Member	Eric Sumner	703-860-1916	Newsletter (Valve Clatter)	Ken Burns	703-978-5939
Programs - Member	John Sweet	703-430-5770	Sunshine Committee	Keith Randall	703-913-5655
Fairfax Show Dave Westrate 703-620-9597					

September Program: Batteries and Other Electrical Mysteries

Mark your calendar! The September Meeting is on Tuesday, September 8th 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, 2218**