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Value Clatter

Early Ford V-8 Club of America



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Stephanie Beavers - Editor

2018 Trifecta Garage Tour

By Gay Harrington

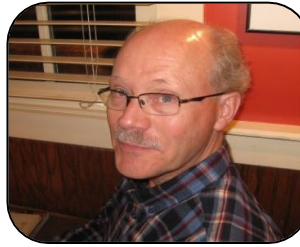
Saturday April 7, 2018, turned out to be a rather cold and damp day to kick off our NVRG touring season, but the weather didn't deter a hearty group from taking part in the 2018 Trifecta Garage Tour. Our Early Ford V8's would have to wait for another day, but we bundled up to go explore the secrets of "whatever's been going on all winter" in three of our members' garages.

Many of us started out meeting at Fair Oaks Mall where our excellent tour leader, Hank Dubois, provided us with an itinerary and instructions, along with his phone number, just in case. Hank did a great job of planning the event—from the interesting garage tours to the restaurant where we shared lunch.



The 2018 Trifecta Garage Tour group (Back row L to R): Bruce Metcalf, Cliff Green, Andy Koerner, Leo Cummings, Steve Groves, Clem Clement, Dave Westrate, Eli Sumner, Wayne Chadderton, Mike Petty, Joe Freund. (Front row L to R): Art Zimmerli, Steve Zimmerli, Stan Johnson, Bill Selley, Ken Burns, Bill Lightfoot, Gay Harrington, Sandy Clement, Hank Dubois, Keith Randall. Participants not pictured: Jim Mc Daniels, Dave Gunnarson, Susan Randall.

Up Front with the President



May 2018

Our club enjoyed an active April as the tour season began in earnest. First, in early April, we were treated to the **Trifecta Garage Tour** organized by **Hank Dubois**, Tour Chairperson, and hosted by club members **Clem Clement**, **Keith Randall**, and **Stan Johnson**. Each of their garages housed vehicles ready for road voyages or awaiting a little more work before hitting the road. Thanks to each of you for a terrific garage tour.

At our April membership meeting, **Stan Johnson** presented a program entitled, “**How the Model A won WW II.**” Though I was unable to attend, I heard that you all enjoyed the insights that Stan shared. Thanks again Stan, that makes two events lead by you in one month. Thanks also to **Leo Cummings** for providing refreshments.

The **17th Annual Poker Run Tour** was meticulously executed by **Hank Dubois** and **Jim LaBaugh** who planned, devised the tour route, developed challenging questions, and organized the lunch afterwards. Thank you, Hank and Jim, for your thoughtful hard work.

After eight years of exceptional service as editor of the award-winning **Valve Clatter**, **Ken Burns** stepped down at the end of 2017. Despite numerous efforts to find a new editor from within the club, we could find no one to take Ken’s place. The Board of Directors determined that retaining an editor from outside the ranks of the club was the way to go. We were fortunate to find **Stephanie Beavers** as our new editor. To ensure that article content is collected and forwarded to Stephanie in a timely and efficient manner, we enlisted a “gatekeeper” system to quickly review content and interact with providers of articles. For the first four months of 2018 **Bill Simons** and **John Ryan** graciously stepped up to perform the gatekeeper duties to get us up and running. Thank you, Bill and John, for getting us started in the right direction. I am happy to report that **Nick Arrington**, beginning with this issue of the Valve Clatter, is our new permanent gatekeeper. Good luck and thank you Nick.

On **Saturday, May 5**, Annandale Boy Scout Troop 150 will be celebrating their 90th anniversary at the Annandale United Methodist Church located at Columbia Pike & Gallows Road from 11 am – 2 pm. As an Eagle Scout myself, I will be there with my '48 Ford, and trust that many of you will join me at this special occasion.

Finally, on **Saturday, May 19**, **Dave Westrate** and **Gay Harrington** will oversee the **21st Annual NVRG/City of Fairfax Antique Car Show** to be held at City Hall from 10 am – 3 pm.

Don’t forget to sign up and volunteer with Dave and Gay!

Best Regards,

Joe

2018 NVRG Officers & Terms	2018 Directors & Terms	Committee Members
President – Joe Freund (2018-19)	Membership – Gay Harrington (2018-19)	Fairfax Show – Dave Westrate
Vice President – Bill Simons (2018-19)	Programs Lead – Dave Gunnarson (2017-18)	Programs Member – John Sweet
Secretary – John Ryan (2017-18)	Webmaster – Cliff Green (2018-19)	Tours Chair – Hank Dubois
Treasurer – Wayne Chadderton (2017-18)	Sunshine – Keith Randall (2017-18)	Property & Refreshment – Mark Luposello
	Past President – Jim McDaniel (2018-19)	At Large – Art Zimmerli
	At Large – Ken Burns (2018-19)	At Large – Andy Koerner
		At-Large – Jim LaBaugh

Garage Tour, cont'd.

Our first stop was Clem Clement's house in Fairfax. Sandy and Clem greeted us with coffee and a variety of breakfast treats. After some socializing around the food, we were off to the large, attached garage to see Clem's collection of Fords, and his pride and joy—the 1940 Mercury he had as a teenager but couldn't keep, found last year, and brought back home!



Clem's 1940 Mercury

Clem opened up the Mercury 4-door convertible to allow everyone to see the impeccable restoration of the engine and the whole car. The paint is a beautiful Como Blue. The upholstery and convertible top are tan. Clem showed us the neat built in tool caddy hidden under the liner in the trunk. They thought of everything back then! The '40 Mercury is a centerpiece of Clem's garage, but it certainly isn't the only Early V8 he maintains. His green 1939 Ford V8 truck was dressed in full regalia. The hub cap clock was ticking away. The cab was full of interesting stickers, trinkets, and treasures. The truck bed was laden with tools, gadgets, flea market finds, and of course, the stuffed hens were seated on their box. The 1930 Model A was looking good, too, with a large stuffed Dalmatian keeping watch from the rumble seat.



Rear views of Clem's whimsy: 1939 Ford truck and 1930 Model A

Everyone was able to check out all the vehicles and ask Clem questions that ranged from the vehicles, to antique trains, to Clem's father's WWI wooden box with original photos and documents. Clem and Sandy were terrific hosts to us all.

Our next stop was Keith Randall's large detached garage in Springfield. Susan and Keith had a nice table of goodies ready and welcomed us all. Keith was the general contractor of "Monoxide Manor" which was established in 1996 after a twelve-year process from plans and permits to the beautiful finished facility it has become.



The entry to Keith Randall's garage

The artwork on the walls included a Randall's Coal & Feed side board from his father's 50's truck; a helicopter tail rotor from a mechanical failure Keith experienced and survived; and many other interesting items.

As for Keith's cars, they are varied and beautiful. His 1971 Chevrolet Monte Carlo was his first new car (and it still looks brand new). His 1970 Triumph Bonneville was his first motorcycle, purchased when Keith was a USAF pilot in training. He is slowly resurrecting it from many years of storage.

Keith has two Early Ford V8's: a very original 1938 Ford Fordor Deluxe, which Keith says is a pleasure to drive after overhauling the engine and replacing the wiring; and a 1936 Ford Cabriolet purchased in 2015 from the AACA Museum in Hershey, PA. Keith said Tommy Lumpkin previously owned the '38 Fordor Deluxe.

As for the '36 Cabriolet, Keith spent about a year refreshing and adjusting it to make it road worthy, and he's enjoyed many top down cruises logging in several hundred miles already. Keith also owns a 1935 Packard 120 Convertible Coupe, which his father gave him when Keith was nine years old. The car has been in a barn or garage since 1954.

Finally, Keith showed us another “Randall Family car” purchased by his father in 1958—his 1916 Ford Model T Touring. After his father’s death, Keith decided to tackle a full restoration of the car as an honorarium to him. NVRG club member Thetan Ogle (Tin Snips Fabrication) and Richie Bosacco (Apple Valley Restoration) did outstanding metal and paint work, respectively, on this vehicle. Keith and his Model T were given a personal invitation to show the car at the Boca Raton, FL Concours d’Elegance. Quite an honor that would undoubtedly have his father smiling! Keith’s “Monoxide Manor” garage is heated, cooled, and lighted nicely. Keith only wishes he’d built it bigger!



Inside “Monoxide Manor”: vehicles, artworks, awards, supplies, tools, and friends!

The final garage stop on our Trifecta Tour was a nice double garage attached to the Springfield home of Stan Johnson. Stan is building a Ford “A-V-8” Roadster in his garage, and has maximized the use of his space. One side of the garage holds the vehicle in-progress and the other side has tools, welding items, rolling trays, and just about everything else Stan needs to get the job done. The walls are arranged with items hanging neatly, as well as Stan’s collection of license plates. Stan explained his project to us and answered lots of questions.



Stan Johnson points out modifications he made to the Roadster Chassis with Hank Dubois, Andy Koerner, and Sandy Clement (and others not pictured) looking on.

He started with a Model A frame, added a 1941 pickup truck transmission, and a 1947 flathead 59 AB engine he found on Ebay (for a great price). The flathead engine had never driven a mile because it had been used to pump water for a golf course! The brakes fit a 1939 Ford, the steering wheel and steering box are from a 1949 Ford F-1 pickup truck. Stan detailed the difficulties of modifying parts to make things fit. His new 1932 gas tank, for example, needed special adjustments. The clutch also needed to be modified. Stan pointed through the firewall to the oil cap and said, “This is one of the few cars you can add oil to *while* you drive!”



View from the “front seat” of Stan’s Roadster

After listening to Stan describe what he’s done and plans to do, it’s clear he is both creative and innovative in his thinking. It was truly impressive to see the quality and quantity of work Stan has already accomplished on his roadster project. I’m planning to ask him to take me for a ride in it when it’s done!

We ended our first official tour of 2018 having lunch together at Milano’s Restaurant on Rolling Road in Springfield, VA. Milano’s specializes in Greek food but had a variety of choices on the menu. The company and food were good, and it was a fitting end to a fun day. A BIG THANKS goes out to our members Clem & Sandy Clements, Keith & Susan Randall, and Stan Johnson for opening their garages and sharing their treasures with us.

17th Annual Poker Run

By Jim Nice

The NVRG was greeted by a sunny but chilly morning as the group gathered for the 17th annual Poker Run on Saturday, April 21, 2018. Attendees were Jim and Edna Cross and their grandson ('36 Roadster - their grandson had a very chilly ride in the rumble seat!); Wayne and Jane Chadderton; Keith and Susan Randall ('38 Sedan); Bill Selley; Jim and Char McDaniel; Ken and Helen Burns ('41 Woodie); Jim and Connie Baker (very fast Model A); Cliff and Sandra Green; Joe and Sara Freund; Dave Blum ('39 Lincoln); Jim LaBaugh; Hank and Cindy Dubois ('35 Coupe); and Jim and Kathy Nice.

The gathering began at Fair Oaks Mall at 9:00am, where Hank Dubois and Jim LaBaugh, our Poker Run organizers, explained the rules and logistics. The route was an 80-mile scenic route with four stops. At the beginning, and at each stop, participants received a set of driving instructions along with trivia/scavenger hunt questions answerable by viewing sites along the route.



Model A Club members Jim and Connie Baker look over handouts at Fair Oaks Mall while Wayne Chadderton looks on

Participants purchased 3 or more poker hands at the beginning of the run and received a card for each hand at each stop. By the completion of the run, each purchased hand had 5 cards. All cards were in sealed envelopes, so no one knew what was in their hands until the big reveal at the end of the run.



Ken and Helen Burns' '41 Woodie No. 2

Our first stop was in Aldie, VA at the Aldie General Store and Café. Folks stretched their legs, took in all the interesting grocery items for sale, bought coffee, and traded trivia question answers. Leaving Aldie, we were slowed a bit by paving work on New Mountain Road. Hank and Jim knew about the paving project and asked the road crew before the tour if they paved on Saturday's and they said no. Apparently, the crew was speaking for themselves and not for the entire project! We lost only a little time and were able to stay with our original route and enjoy the scenery.

During the tour, Kathy and I, in our modern car, were traveling behind Jim and Connie Baker in their Model A. Jim and Connie mentioned that they have driven their Model A all over the world, and we marveled at their car's speed as it left us in the dust on many of the straightaways.



Jim and Connie Baker's agile '31 Model A Fordor

Our second and third stops were in The Plains, VA (Loudon Ave/Halfway Road) and Philomont, VA (Snickersville Turnpike) respectively.

WELCOME!

Welcome!

By Gay Harrington

On behalf of our entire club, I'd like to extend a warm welcome to our newest NVRG members, David and Susan Skiles of Manassas, VA. The Skiles attended the April members meeting where they met many regular members. David and Susan own a 1934 Ford Cabriolet.



Jim and Edna Cross' '36 Roadster with grandson Thomas in rumble seat leaving second stop.

Our fourth stop was in Hillsboro, VA (Hillsboro Cemetery, to be accurate), which we all agreed was a most unusual stop.

Our tour ended in Purcellville, VA where we had lunch at Smokin' Willy. The food was delicious, and all enjoyed the fellowship and conversation.



Entire Poker Run gang at Smokin Willy Restaurant.

After lunch, Jim gave us the answers to the trivia questions. There was much debate over answers, but in the end the judge's (Jim's) decisions were final! First prize for the trivia questions went to Jim and Kathy Nice with 25 out of 32 correct answers. Second prize went to Ken and Helen Burns with 24 out of 32 correct answers (it was close!).

Next, Hank had us open our card envelopes and show our poker hands. The winning poker hands were Ken and Helen Burns receiving first prize with a Full House (three 9's and three 3's), and Jane Chadderton receiving second prize with three Queens. A huge THANK YOU to Hank Dubois and Jim LaBaugh for organizing a fantastic Poker Run! Everyone had a great time, and we appreciate the work and planning they did to prepare such a fun event for us all.

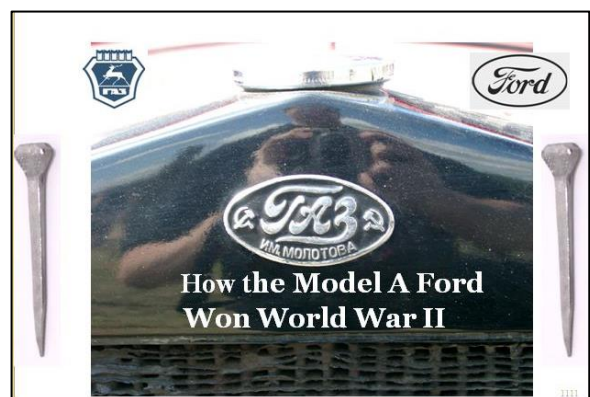
APRIL MEMBERSHIP MEETING

For Want of a Nail

By Ken Burns

John Ryan ran our April Membership Meeting since President Joe Freund was under the weather. We had the usual committee chair person reports but more importantly, new members David and Susan Skiles attended their first meeting. David has a 1934 Cabriolet, recently acquired, that he's going through to ensure it will be a roadworthy vehicle. We hope to see them on the upcoming Poker Run and other events throughout the summer.

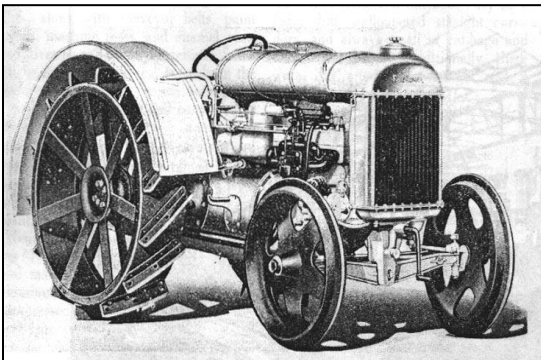
Leo Cummings provided goodies for our refreshment break and then we headed back into the meeting room to hear Stan Johnson make the case for "How the Model A Won WWII." His first slide was the famous quote from Ben Franklin's Poor Richard's Almanac which began with "For want of a nail a shoe was lost..." This gist of proverb has been with us for centuries and highlights the importance of seemingly minor details, particularly in military logistics.



Notice the nail on Stan's title slide

Stan's presentation combined background on Henry Ford, the Model A, Ford's early contributions to the Soviet automobile industry, Napoleon's disastrous attempt to invade Russia, Soviet production of GAZ (**Gorky Automobile Zavod** [Plant]) vehicles and how the GAZ AA trucks played a pivotal role in rolling back the Nazi invasion of the USSR at Leningrad (today known as Saint Petersburg).

As we all know Henry Ford was a brilliant industrialist who built a worldwide manufacturing empire. He was a pacifist in WWI because he believed war was bad for business. The following is an extremely abridged version of how Ford vehicles came to be produced in the USSR: the Russian Tsar withdraws from the fight against Germany in WWI; there's revolution, the Tsar is deposed and then a civil war; the Soviets win the civil war; Lenin and then Stalin become the leaders of the USSR; "collectivization" begins and the Soviets need tractors; Henry Ford makes a deal in 1919 to supply tractors to the Soviets. By 1926 there were 25,000 Fordson tractors in use in the USSR. Most were built in the UK and Ireland but Soviet Fordson clones were also built at Leningrad beginning in 1924 and at Stalingrad beginning in 1930.



Fordson gave Ford a foothold in the USSR

In May 1929, the Ford Motor Company signed a contract with the Soviet Amtorg Trading Corporation in which it agreed to furnish detailed construction plans and equipment for plants that would eventually produce 100,000 Model A cars and Model AA trucks a year. Ford was to be paid in gold! The deal called for 6,000 AA trucks in 1929, increasing 18,000 in 1930 and ultimately to 24,000 in 1931 and 1932. The Austin Company, a Cleveland engineering and consulting firm, would supervise creation of a production plant, assembly plant, and model city for workers Gorky in 1932. Albert Kahn directed construction of a smaller assembly plant in Moscow.

These factories were to assemble imported parts until the Soviet production plant began operating. An exchange of several hundred Soviet and Ford foremen and engineers smoothed the process.

The Soviets unilaterally terminated the deal on November 22, 1934. Production of AA trucks continued until 1950 while Model A production ceased in 1935 when GAZ introduced the GAZ-M1, AKA the "Emka," a selective adaptation of the 1933 Ford Model 40. Ford lost \$578,000 on the deal with the Soviets but by 1934 had lost interest in supplying Model A parts anyway.



The GAZ-AA truck had a wooden cab

The GAZ-A and AA were based on Ford drawings with stronger clutch housing and steering case to account for the poor road conditions in the USSR.



The GAZ factory and AA trucks as far as the eye can see



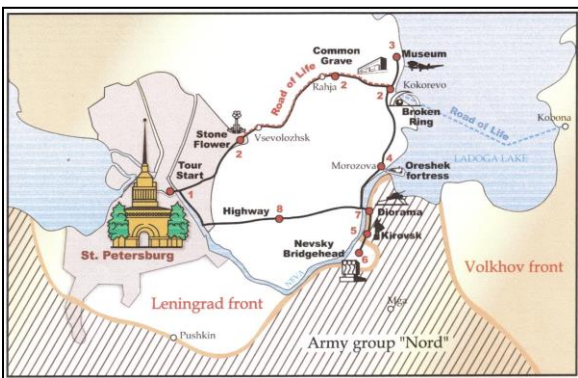
Site of the GAZ Plant

The location of the GAZ assembly plant turned out to be very important (fortuitous or strategic, take your pick) as we'll soon see.

On June 22, 1941, Hitler launched *Operation Barbarossa*; the invasion of the Soviet Union. The German objective was to seize Leningrad in the North, Moscow in the center and Stalingrad in the South.



In August Hitler reiterated his priorities "*Leningrad 1st, Donetsk Basin 2nd, Moscow 3rd*." By September 9, 1941, the Nazis had driven deep into the USSR and had reached the outskirts of Leningrad. Instead of continuing their advance the German Armies stopped and laid siege the city, intending to resume offensive operations in the Spring.



The only way to supply Leningrad was via the "Road of Life" across Ladoga Lake

The siege of Leningrad would last 872 days – September 9, 1941 until January 27, 1944. In 1942 alone, the siege of Leningrad cost the lives of 650,000 inhabitants due to starvation, exposure, disease, and shelling.

GAZ AA trucks were the backbone of the resupply effort; hauling cargo to Ladoga Lake for transport to Leningrad by barge when the lake was ice free and driving across the frozen lake in the winter when the ice was thick enough to support vehicles.



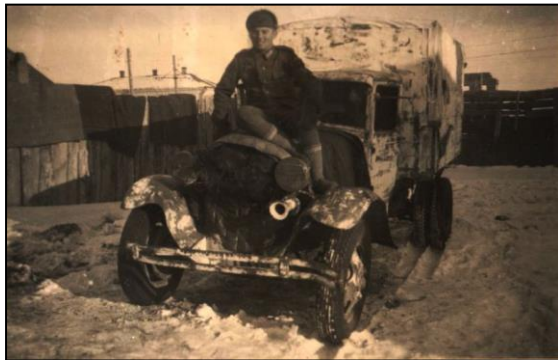
During the 1941-42 winter, AA trucks moved supplies across the lake from December 17, 1941, until April 24, 1941—a total of 152 days.



Through three long winter sieges and the intervening summers, the AA trucks continued to supply the inhabitants of Leningrad and its defenders. The convoys were under near constant attack from artillery fire and enemy aircraft. The cost, both in human lives and economic destruction on both sides is nearly unbelievable; it exceeded the atomic bombings of Hiroshima and Nagasaki.



A GAZ AA destroyed during the resupply effort

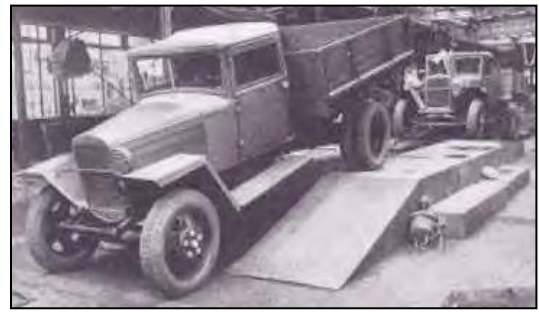


A Soviet soldier sits atop a tarp covering the engine of an AA – maybe to keep warm

I mentioned earlier that the location of the GAZ factory in Gorky was either a smart strategic decision or a stroke of luck. Regardless of why the Gorky was chosen it was fortuitous. Gorky was far enough east to continue production of the AA through the siege of Leningrad, although scarcity of materials made modifications necessary.



A stripped-down version of the AA—with flat fenders, no bumper, no doors, no horn, and a soft top



Factory photo showing doors in place but only one headlight being installed



This AA is most likely making the return trip from Leningrad carrying refugees to safety

Finally, after 872 brutal days, Marshal Zhukov broke the siege on January 27, 1944. Historians will debate the many factors that ultimately led to the Germans retreat from Leningrad: the initial decision by Hitler to invade the USSR thus engaging in a two front war; the dispersion of German forces across three major fronts: Leningrad, Moscow, and Stalingrad; a steady flow of Lend-Lease war materials from the USA; Hitler's insistence in taking Leningrad first; and many more factors.

Regardless of what historians might think, the Russians believe that the AA played such a major part in holding Leningrad, and eventually defeating Germany on the Eastern Front, that they've erected several monuments to the AA and the drivers and mechanics who kept the trucks rolling over the *Road of Life*.



Road of Life monument dedicated October 29, 1966



This monument is dedicated to all truck drivers who worked on the *Road of Life*. It is a concrete GAZ-AA truck. Inside the monument there is a real truck, brought from bottom of Lake Ladoga.

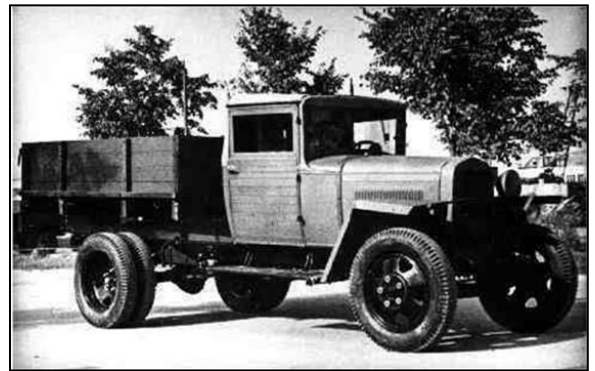


Another GAZ-AA monument. This one is located several miles outside of St. Petersburg. Stan reached it after a harrowing taxi ride from the cruise ship. The two photos above were taken the day after WWII Victory commemoration in 2014. The flowers were left on the monument after the ceremony.

Did the Model A really win the war? Well probably not, but it sure did make a major contribution in the USSR. In wrapping up his presentation Stan returned to the Benjamin Franklin proverb and speculated:

- **What if no GAZ Plant had been built in Gorky?**
There might not have been enough transporters to keep the Germans out of Leningrad.
- **What if Leningrad fell to the Germans?**
The Soviets would have lost the "Window on the West" and probably re-supply via the White Sea.
- **What if Moscow and Stalingrad had fallen too?**
The Soviet Army might have suspended traditional operations, freeing up German forces to go to the Western Front.
- **What if Hitler then moved most of the victorious German Army back to fight on the Western front? D-Day and the Battle of the Bulge might have turned out differently.**

And all for want of a nail!



The "Nail" in all its glory: Wooden doors, one headlight, sheet metal fenders, soft top and no front brakes!



May Meeting Program

By Dave Westrate

Our program on May 8th will be a very interesting presentation on the evolution of highway safety in America and how developing technology is helping to reduce vehicle crashes, injuries, and deaths. Our speaker, David Kidd, is deeply involved in the advance of driverless technology and specifically the psychology of becoming a passenger in a driverless automobile—especially for senior citizens. David has his Doctorate in Psychology having earned his PhD from George Mason University. He is the senior research scientist at the nonprofit Insurance Institute for Highway Safety.

BOOK REVIEW

Edsel Ford and E.T. Gregorie by Henry Dominguez

By Milford Sprecher

This book explores the relationship between Edsel Ford and E. T. (Bob) Gregorie that led to some of Ford Motor Company's most iconic and best-loved and influential designs.

After leaving Ford Motor Company in 1946, famed designer Bob Gregorie didn't talk much about his years at Ford. The author's dogged effort to interview Gregorie about his Ford career was met with refusals from Gregorie until automotive journalist Michael Lamm was able to get Gregorie to agree to meet Dominguez. That meeting led to this wonderful book, which explores the relationship between Gregorie and his boss Edsel and the story behind the classic Ford designs of the 1930s and 40s.

Most early Ford fans are well aware of the difficult relationship that Edsel Ford had with his father, Henry Ford. The relationship has been analyzed by many and is one of the more tragic stories in the annals of business. Henry was the mechanical, production and product innovator and entrepreneur. Edsel was more of a modern manager, aware of marketplace changes and sensitive to the importance of design. Unfortunately, Henry did not appreciate his only son's significant talents. Edsel developed an interest in cars early in life and had artistic talent and an appreciation for good design. While the Model T is known as Henry's car, Edsel exerted significant influence over that car's evolution. He was also responsible for one of its more

interesting models, the Torpedo, an attempt to turn the Model T into a sportier car. He was also responsible for the late 20's styling changes to the Model T to try and turn it into a more modern car. Edsel also contributed significantly to the development of the Model A Ford, which was a significant improvement over the antiquated Model T.

Henry Ford bought Lincoln Motor Company from Henry Leland as a way to keep Edsel occupied. It was into Lincoln, that Edsel brought the young Gregorie in 1931.

Gregorie had grown up on Long Island and got his start designing boats and yachts. In early 1929, the market for custom yachts dried up, a harbinger of the stock market crash some months into the future? Losing his job in the yacht industry led Gregorie to Detroit, where he worked for a short time at General Motors in Harley Earl's design department until he was laid off after the Depression hit. He was able to land a position at Lincoln, where he met Edsel and they developed an ideal working relationship.

Up to this point, the bodies for the Ford cars were designed by the body maker, primarily Briggs, in Ford's case. Murray body company was more involved with the design of the Model A, but Edsel, in combination with Brigg's design team, came up with the iconic 1932 Ford.

Gregorie's first complete design was the Ford Model Y, developed for the British car market. That design was successful, and Briggs took that design and upsized it for the 1933 and 34 Fords. While the basic design of what many believe is the most beautiful Ford design is Gregorie's, he was not responsible for turning the Model Y into the well-loved 33-34 design. The 35 and 36 Fords were also Briggs designs.

Gregorie was very critical of those designs. They were too stubby for his taste. The designers had to work around the Ford's archaic frame and suspension, which Henry was not interested in changing. Gregorie thought that the frame should be longer with the front axle moved forward.

Edsel had Gregorie working on custom Ford designs, deemed "continental" cars with a European flare. There were three of these cars custom built for Edsel over the years. Gregorie claimed that the real designer at Ford was Edsel and Gregorie just took Edsel's ideas and turned them into reality.

Edsel wanted to compete better with General Motors. With Lincoln sales dropping due to the Depression, Edsel commissioned Gregorie to take a Briggs design by John Tjaarda and turn it into the Lincoln Zephyr, a medium-priced car that was designed to be streamlined, but not as radical as the Chrysler Airflow. The first Zephyr hit the market in 1937 and the grill design was adapted for the 1937 Ford. Zephyr styling influenced the whole auto industry.

The first Ford that Gregorie was responsible for was the 38 Ford. By this time Edsel had developed the Ford Standard and the Ford Deluxe models. This gave Ford four distinct models to sell, vs GM's five.

By 1939 the Lincoln Model K was hopelessly outdated. Edsel charged Gregorie with coming up with a more "continental" design. One morning, with after about 30-minute spent on a sketch, Gregorie had developed the outline for what was to become his most famous design, the 1939 Lincoln Continental.

At about this same time, Edsel was moving forward with the Mercury, slotted between the Ford Deluxe and the Zephyr. Gregorie wanted a design that was more distinct from the Ford, but Edsel insisted on a design that was derivative of Ford styling, probably to assure approval for the new model from his father.

Once World War II started, civilian production stopped and the engineering departments of the automotive companies were devoted to the war effort. The design departments had no such edict, so, in addition to some war-related work, the design department spent time developing post-war designs. These cars, at Edsel's direction, were to be more modern cars with modern chassis, rather than Henry's obsolete buggy spring chassis, a holdover from the Model T days.

Contrary to what I had assumed, Gregorie's design department was working on post-war Fords, a big and small Ford, during World War II. By this time, old Henry was out of the picture and Edsel had died, tragically, in 1943. Henry Ford II came in to run his grandfather's company. Gregorie was fired in 1944 by Joe Galamb, the long-time Ford body engineer, after Gregorie lost his patron, but was brought back by Henry II.

Henry II did not like the "little" Ford, and ordered a new car designed on the general dimensions

of the 1947 Studebaker. The "big" Ford would become the Mercury. The "little" Ford design was produced in France as the Vedette.

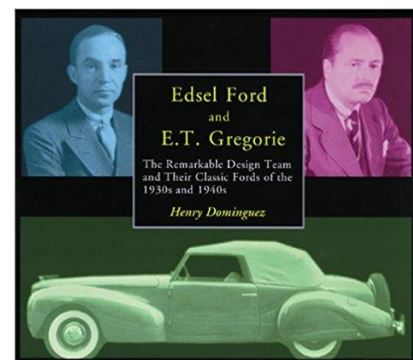
Henry II brought in Ernie Breech, from General Motors, to run Ford. Breech, in turn, brought George Walker into the design department and he and Gregorie developed competing designs for the 1949 Ford. Walker won that competition and Gregorie felt that his days were numbered, so he resigned from Ford at 38 years old, and essentially retired. He did design some boats after his Ford tenure.

Those 1949 designs were groundbreaking, too, with Gregorie taking credit for the Mercury and Lincoln and Walker, for the "shoebox" Ford. Gregorie never liked the 49 Ford, but I am a big fan. I am sure that there is Gregorie influence on that car, particularly the station wagon, from some of the sketches and photos included in the book.

While Gregorie felt that he could not continue under Henry II's leadership, they did collaborate on the first Sportsman, which was developed as a beach car on a Model A chassis. Henry II later had the design team come up with the Sportsman, which has certainly passed the test of time as one of Ford's great models.

Gregorie and his team were responsible for many of Ford's best designs, which included trucks and the Model N tractor, a rare commission from Henry Ford himself.

This book was a fascinating read, providing lots of background on Ford development and design through the early V8 period, and the unique working relationship between Gregorie and Edsel Ford, maybe one of the most productive automotive partnerships of all time. It is filled with photos of the design team at work and the variations of the models we have grown to love.



Tell It to the Judge

By Ken Bounds, National Chief Judge



From the March 2018 issue of the “Road Chatter,” newsletter of the Northern Illinois Regional Group

“They’re only original once.” Those words are often used to describe classic vehicles that retain most of their factory–applied finishes and factory–installed interiors and drive trains. Some people call them “time capsules,” some organizations call them “survivors.” In the Early Ford V-8 Club, we have a very special category that harkens back to the era in which they were created – the Rouge Division.

Early Ford V-8 Rouge vehicles are quite simply unrestored originals. But there is nothing simple about the care that must be given to a car or truck that was built from 65 to 86 years ago and still proudly sports its original paint, or original interior, or original un-rebuilt engine and drive train. Or even all of the above!

It is important to understand the meaning of terms. In the classic car game, there are those owners who restore a vehicle to factory specifications and refer to it as an “original” car. In the Early Ford V-8 Club, such a car would be a Concourse Division car, no longer eligible for the Rouge Division. Because of the age of our vehicles, the Rouge Division is more popular than ever.

The Club’s Judging Manual, available on the National Website, sets forth the qualifications and rules for this Division:

1. Vehicles will be considered for certification in one or more of three areas: Interior, Exterior, and/or Running Gear (which includes the engine). Originality, as manufactured, is the primary criteria for certification. Cosmetic condition, wear and tear, except for items which might affect safety, will not be considered. Proper maintenance and reasonable

cleaning is expected.

2. A minimum of 90% of the area being considered must be original from the manufacture of the vehicle to be certified for the Rouge Award or subsequent V-8 Medallion Award.

3. Allowable replacement parts for original vehicles shall be limited to: water hoses and fan belts, spark plugs, water pumps and fuel pumps, generator and starter, distributor and battery, tires and tubes, topping fabric and pads on open cars, (however top boot and side curtains shall be original), top insert of 1932-1936 model closed cars, exhaust pipe, muffler and tail pipe, and windshield wiper blades. A minimum amount of wiring may be replaced or repaired to ensure dependable operation and drivability. The replacement of entire looms is discouraged.

4. Allowed replacement parts shall be the correct type, finish and color for the year and model of the vehicle.

5. Parts which are repainted, replated, refinished, reupholstered or in any way restored are not original as manufactured.

6. Past winners of the Dearborn Award/Medallion are eligible for the Rouge Division.

When you enter your vehicle in the Rouge Division at a National Meet, you will check off one or more of the areas shown in item 1 above that you believe to be original. On Concourse Day, a team of judges will examine those areas of your vehicle for originality, using the above standards. The Deputy Judge will discuss the team’s findings with you and at the end of the meet you will receive a judging form that should show the results.

Interestingly, a vehicle receiving a Rouge Award may also be entered in the Concourse Division at a subsequent National Meet, or vice-versa. Sadly, though, if your vehicle does not qualify for a Rouge Award, there is not much you can do to make it more “original.”

Vehicles awarded a Rouge Medallion may be entered in the Rouge Division at subsequent meets and will again be judged for originality and may receive a Rouge Medallion. However, there is no classification such as “Rouge Emeritus” (compared with the Dearborn Emeritus Division) as the vehicle must be checked at each meet to determine if it has remained original.

RECOGNITION

Boy Scout Troop 150 Celebrates 90 Years

Northern Virginia's Oldest Active Troop

Sponsored by Annandale United Methodist Church

6935 Columbia Pike, Annandale, VA

Saturday, May 5, 2018

(rain date of 5/12/2018)

Time: 11:00am to 2:00pm

Event includes Court of Honor, 90 years of Vintage Cars Show and a Period Band, Recognition by Local Representatives and Fresh Cooked Barbeque



CELEBRATING 90 YEARS!

Chartered by Annandale United Methodist Men's Fellowship
6935 Columbia Pike
Annandale, VA 22003
www.troop150va.org
troop150annandale@gmail.com

BOY SCOUT TROOP 150 ANNANDALE, VA - EST. 1928

PURPOSE To prepare young people to make ethical and moral choices over their lifetimes by instilling in them the values of the Scout Oath and Scout Law.

Scout Oath

On my honor I will do my best
to do my duty to God
and my country,
and to obey the Scout Law;
to help other people at all times;
to keep myself physically strong,
mentally awake,
and morally straight.

Scout Law

A Scout is trustworthy, loyal, helpful,
friendly, courteous, kind, obedient,
cheerful, thrifty, brave, clean, and reverent.

Scout Slogan

Do a good turn daily.

Scout Motto

Be prepared!

HISTORY 90 years ago, in the summer of 1928, the first meeting of Troop 150 was held in the Annandale Methodist Church. The Troop's first Scoutmaster, John W. Mercer, is buried in the church cemetery. Troop 150 is the oldest continually operating Troop in the Old Dominion District.

LEADERSHIP TRAINED ADULT LEADERS

The troop is proactive in recruiting sufficient leaders and communicates regularly with parents. The Scoutmaster, assistants and committee members have completed position-specific training.

INTRODUCTION TO LEADERSHIP SKILLS TRAINING

Leadership is a vital part of the Scouting program. Boy Scouts in positions of leadership run the troop. Troop 150 regularly holds formal training to prepare Scouts to be leaders throughout their lives.

EAGLE SCOUTS **EAGLE IS THE HIGHEST RANK IN THE BOY SCOUTS OF AMERICA**
95 Troop 150 Scouts have earned the rank of Eagle since 1951.

ORDER OF THE ARROW **SCOUTING'S HONOR SOCIETY**
Troop 150 currently has 15 Scout and 7 Adult members in the Order of the Arrow. The purpose of the Order of the Arrow is to recognize those who best exemplify the Scout Oath and Scout Law in their daily lives and promote camping and responsible outdoor adventure, leadership development, and cheerful service to others.

COMMUNITY SERVICE

SCOUTING FOR FOOD

2017 - Collected more food than any Troop or Pack in Old Dominion District. 7,790 lbs., a 9 percent increase over 2016, was collected to stock the ACCA food pantry and feed local families in need.

AT ANNANDALE UNITED METHODIST CHURCH

Troop 150 has constructed playground equipment*, the deck for the residence*, and a ramp for the historic white church*. Plus, landscaped the grounds, cleaned cemetery headstones* and assisted AUMC pack meals for Stop Hunger Now for use in areas of the world where food is scarce.

*EAGLE PROJECTS

Every Scout that earns the Eagle rank must lead a service project. Troop 150 Eagle Projects include: trail improvements at local parks, Annandale Fire Department locker room refurbishing, golf club storage for Wounded Warriors at Fort Belvoir, Annandale High School Marching Band equipment carts, and musical concert for the residents of The Virginia Retirement Community.

TROOP 150 RECORDED NEARLY 1,000 COMMUNITY SERVICE HOURS IN 2017.

CAMPING

OUTDOOR CODE

"As an American, I will do my best to be clean in my outdoor manners. Be careful with fire. Be considerate in the outdoors. Be conservation minded."

OUTDOOR ADVENTURE

Troop 150 spends a week each summer at Goshen Scout Reservation and routinely earns the coveted Camp Adventure Award. Each month the Troop attends exciting outdoor activities, including two District Camporees each year: snow skiing, white water rafting, hiking, caving and campouts at historically significant locations.

RECOGNITION/AWARDS

JOURNEY TO EXCELLENCE - GOLD

This award is meant to encourage excellence in providing a quality program at all levels of the BSA. Gold is the highest achievement level.

WHITE HOUSE HONOR GUARD IN 2005

OLD DOMINION DISTRICT MOST VALUABLE UNIT AWARD IN 2013-2014

ADULT LEADERS

UNIT KEY 3

Larry Wood, Scoutmaster
Carl Holman, Committee Chair
Stan Wikowski, Chartered Organization Representative



Troop 150 Leads the Annandale Parade

February 11, 2018

Re: Annandale Boy Scout Troop 90 Year Celebration

Dear Representative:

We invite you to celebrate 90 years of active scouting with Boy Scout Troop 150, in Annandale, Virginia. As you may know, Annandale Troop 150 is the oldest continuously active Troop in Northern Virginia. We have about 40 registered scouts. The troop goes camping nearly every month, and also attends a week long camp at Goshen, Virginia. Camping trips include District Jamborees each year, snow skiing, white water rafting, caving, and campouts at historically significant locations. We are committed to community service as well. In November 2017, we collected 7,790 pounds of food—more than any other troop in our district. The food is used to stock the ACCA food pantry and feed local families in need. Eagle Scout service projects have benefitted local schools, parks and the Fort Belvoir wounded Warrior Program. Our troop has consistently been recognized with the Journey to Excellence—Gold award. Gold is the highest achievement award. (Please see attached fact sheet.)

We would be honored to have you be a part of our Saturday, May 5, 2018 program. Attendees will be current and former scouts and scout leaders, Boy Scouts of America executives, Veterans and Rotarians, and church members of Annandale United Methodist Church, our sponsoring organization. Our program will include an antique car show, a court of honor, music and a cook out. (Please see attached flyer).

We recognize that press of business could preclude your attending in person. If that is the case, we would be pleased to receive a letter of acknowledgement which we would read as part of our program.

Thank you for your representation and consideration.

Sincerely,



NOTE: The "Automart" is now being maintained and updated by NVRG member **Jim McDaniel**. If you have any submissions, updates, or corrections, please contact Jim at jim44mcd@gmail.com (e-mail preferred) or cell: 202-409-4459. To be included in the next issue, new or changed ads need to be submitted to Jim by the **18th** of each month. Photos are acceptable for ads and will be included as space permits.

Vehicles **FOR SALE**



Early 1950 Ford Custom Deluxe Tudor Sedan: 46,687 Original Miles; Same owner for 36 years; Numerous Dearborn and AACA Awards. Car located in Virginia. \$25,000. **Jeannette Hall**, 540-424-9823. (05/18)



Early 1947 Super Deluxe Ford Coupe: Dark blue, 2017 Dearborn Award winner. Car located in Virginia. **Bill Selley**, 703-679-9462. (09/17)



1936 FORD 5 Window Coupe: Same owner past 55 years; last 20 in covered, dry storage. 21 stud LB engine rebuilt in 1985. Extra running '36 engine. \$23,000 OBO. Located in PA. **Mike Gall** 814-619-8193. (11/16)



1953 Lincoln Capri Convertible and Coupe: Call for more info. **Mike Gall** 814-619-8193. (11/16)



Antique 1960s Farmall Cub Tractor: Includes the following implements: Belly Mower; Single Blade Moldboard Plow; Front Snowplow; Sickle bar mower. Has working hydraulic lift and PTO. Runs nice – needs paint & tires. The implements need to be restored and serviced in order to make them operable. Would make a great tractor for parades, etc. Asking \$1,950, contact me for more info. **Al Edwards**, Front Royal, VA, 703-408-8372, AlFromVA@aol.com. (11/16)



Parts & Accessories **FOR SALE**



22-foot United Enclosed Car Trailer. Four-wheel brakes, 48" and 54" side doors, full width rear ramp, four dome lights, seven-prong wiring, new Virginia inspection, new tires, breakaway battery. Two 3500 lb. axles with lube fittings. It has made

many National shows including several trips to Dearborn. Very well made and maintained. One owner. Cost \$5,500 new. Asking \$3,750. **Jason Javaras**, 540-786-5819. [5/18]



1935-40 Ford passenger car tailpipe, NOS/NORS. Never used, \$50. **Jason Javaras**, 540-786-5819. [3/18]



1942-48 Ford/Mercury SS back window trim w/rubber seal, \$50. **Jason Javaras**, 540-786-5819. [3/18]



1947-48 Ford accessory chrome grill guard, \$50. **Jason Javaras**, 540-786-5819. [3/18]



1940 and earlier years Ford "A" cylinder heads, \$25 each. **Jason Javaras**, 540-786-5819. [3/18]



Ford backup lamp (51A 18275). Needs switch, otherwise show quality, \$60. **Jason Javaras**, 540-786-5819. [3/18]



"How to Build Hot Rods." **Fawcett book from the early '50s**. Covers flathead Ford upgrades and body mods of the period. Neat stuff, decent shape, \$20. **Jason Javaras**, 540-786-5819. [3/18]



One pair 60-HP Ford Script Heads: NOS cast iron, best offer. **Leo Cummings**, RPMLHC@aol.com, cell: 571-212-7747. [3-18]



Three 24-stud Ford Script Heads, cast iron, best offer. **Leo Cummings**, RPMLHC@aol.com, cell: 571-212-7747. [3-18]



1936-39 Ford Complete Transmission: Completely rebuilt trans plus a nice top. All new (NOS Ford) internal parts (gears, shafts, bearings, etc.) and clutch release parts (shaft, fork and arm). Late 36 style gear set (all helical gears, 16 spline helical main shaft for sliding gear) in a late pickup case (1946 top loader). Includes an excellent used 36 – 38 top. Will sell complete gear set without the case (i.e. if you want to install these gears in your case). Will not sell internal parts individually. **John Ryan**, 301-469-7328, john@ryanweb.com. (11/17)



Eastern National Meet Goodies: **Craftsman Tool Bag**, \$5; **Meet Gearshift Knob**, \$5; **Meet License Plate Topper**, \$5; **Compact LED Flashlight w/Clip & Magnet**, \$5; **Meet Pin**, \$1, or free w/purchase of one or more other item(s). **Hank Dubois**, handcdubois@verizon.net or 703-476-6919. (07/17)



1941-48 Ford Original Shocks and Links: A pair (right & left) of original shocks with arms & links for 41-48 Ford front. These are used shocks that seem to be in good working order with no sign of internal rust issues. **John Ryan**, 301-469-7328 or john@ryanweb.com. 301-469-7328. (08/17)



Pair of 1949-51 three-rib fender skirts: Very good condition. Painted gloss black and was on my '51 until the mid-1990s. \$90 for set. **Jim McDaniel**, jim44mcd@gmail.com, c:202-409-4459. (8/16)





1949-50 Ford chrome fog light set: After Market; never installed or used. New condition, no blemishes, includes set of clear and amber 6-V sealed beam fog lights, wiring, switch with bracket, and instructions. \$75. **Jim McDaniel**, jim44mcd@gmail.com c:202-409-4459. (8/16)



1949-53 Ford & Mercury Engine Parts: Nearly all parts available: Heads, manifolds, crankshafts, rods, camshafts & valve parts, oil pans & oil filter housings, front covers, water pumps, bellhousings, ignition, etc. No Mercury crankshafts or oil pans. Dirt cheap! **John Ryan**, 301-469-7328, john@ryanweb.com. (07/16)



Tools: Six-piece hand tool kit with pouch for your exact year/month EV-8, with "B" tip screwdriver, tire iron, jack, jack handle, grease gun, and pump optional with purchase, as available. **Dave Henderson**. jrdshen@verizon.net or 703-938-8954. (02/16)



1934 Ford Parts: Two 21-stud '34-35 engines, one complete, one parts. Small parts for '34; ash tray, bolts, bushings, rubber parts, windshield with glass; two '34-36 transmissions complete, lots of extra gears; engine heads and manifolds for '34-36; oil pan for '34; hubcaps for spare; original and new door handles; carburetor kits; water pumps; fender braces; 17" wheels; water inlet with motor mount for '34-35; 50 years of V-8 Times. Call for more info. **Don Hill** 1308 Bragg Road, Fredericksburg, VA 22407 – 540-847-3363. (updated 05/18)



Vehicles WANTED

Driver quality 1935-36 Pickup wanted: Contact **Nick Arrington**, nta1153@verizon.net or 703-966-8422. (01/15)



Parts & Accessories WANTED

Car Rotator. Want to borrow, rent, or buy. **Steve Groves**, call 301-530-7411 before 9:00 PM. [04/18]



1951 Ford station wagon sway bar. **Steve Groves**, call 301-530-7411 before 9:00 PM. [04/18]



1950 Ford transmission cross-member. **Steve Groves**, call 301-530-7411 before 9:00 PM. [04/18]



1951-52 Ford pickup 8-foot bed: **Ray Lambert** 703-595-9834. (02/18)



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 or Jeberly4@comcast.net. (07/14)



Parts & Accessories FREE

1950 Ford back seat FREE. Don't know if it's from a Tudor or Fordor. Good springs; enough of the original upholstery and padding remaining to cover with seat covers for a driver (but I don't think I would). Bought it to cut down for my '49, then found a seat at Carlisle. **Russ Brown**, 703-919-6011, dogbanner@gmail.com. (05/18)



NVRG Calendar



May 2018	
5	90th anniversary celebration Annandale Boy Scout Troop 150 – 11 am – 2 pm, Annandale United Methodist Church – Columbia Pike & Gallows Road. Rain date May 12.
8	Membership Meeting – 7 pm – Nottaway Park. Program: Advancements and Challenges in Auto and Highway Safety – Dave Kidd – Refreshments: Hank DuBois
9	Caffeine Double Clutch Breakfast – 9:30 am – Fair Oaks Silver Diner. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net
18	Valve Clatter Deadline - Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
19	Annual NVRG/City of Fairfax Antique Car Show – For information or to volunteer, contact Dave Westrate at DlwBlw@aol.com
21-25	2018 EFV8 Pennsylvania Dutch Country National Driving Tour – Guided and individual tours with scheduled stops. For details and registration form, contact Lois Dries (610-966-5127 / calories@ptd.net) or Rick Slegel (610-926-3016 / rickscri@aol.com).
29	NVRG Board of Directors Meeting – Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend.
June 2018	
11	Caravan to Dearborn for Grand National Meet – For information, contact Bill Simons at bsimons@rustinsurance.com
13	Caffeine Double Clutch Breakfast – 9:30 am – Fair Oaks Silver Diner. Questions? Contact Ken Burns at helenandken@verizon.net or Clem Clement at clem.clement@cox.net
17	Sully Plantation Father's Day Show – A great three-generation event for the whole family. We'll meet in the shade of the giant oaks near the kitchen for camaraderie and a picnic.
18	Valve Clatter Deadline - Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
19	Membership Meeting – 7pm – Nottaway Park. Program: Grand National Meet Review.
26	NVRG Board of Directors Meeting – Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend.
July 2018	
10	Membership Meeting and Ice Cream Social – 7 pm – Nottaway Park. Program: TBD
14-15	Tour of Oatlands Plantation WWI and WWII – Commemoration Weekend. Contact Hank Dubois
18	Valve Clatter Deadline – Submit articles, photos, want/sell, calendar updates, etc. to content coordinators listed below.
31	NVRG Board of Directors Meeting – Bob Evans Restaurant, 10443 White Granite Dr., Oakton, VA (near Routes 123 and 66, phone: 703-591-7550). Dinner at 6:30; meeting at 7:30. All are welcome to attend.

Down the Road



- August 25 – NVRG picnic at the home of Bill Potter - Joint outing with the National Capital Regional Group
- December 8 – Holiday gala

WE MEASURE UP

FROM FRONT TO BACK, SIDE TO SIDE OR TOP TO BOTTOM, YOU'LL FIND OUR SPECIFICATIONS ARE SUITED FOR YOU. WHATEVER YOUR MEASUREMENTS, FROM 1932 TO 1948, THE EARLY FORD V-8 CLUB OF AMERICA HAS EXACTLY WHAT YOU'RE LOOKING FOR.

- **YEARLY NATIONAL CONVENTIONS**
WESTERN – CENTRAL – EASTERN
- **LOCAL REGIONAL GROUPS**
65 LOCATIONS – MONTHLY MEETINGS – TOURS
- **THE V-8 TIMES**
NATIONAL BI-MONTHLY MAGAZINE, DEDICATED TO BRINGING ITS READERS THE BEST INFORMATION AVAILABLE ON ALL FORDS FROM 1932 TO 1948, PLUS CLASSIFIED ADVERTISING, TECHNICAL TIPS AND RESTORATION ARTICLES, BY OTHER V-8'ERS.

SEND \$7.00 YEARLY DUES TO:
THE EARLY FORD V-8 CLUB OF AMERICA, P.O. BOX 2122, SAN LEANDRO, CA. 94577, DEPT. S.

John Ryan submitted this Early Ford V8 Club Advertisement from 'Special Interest Autos Magazine' May-June 1974 issue. Note they only include year models thru 1948! Old timers like myself remember the infighting to get 49-51 and then 52-53-year models included in the club. Nick Arrington

Valve Clatter Content Coordinators		
SECTION	COORDINATOR	EMAIL
President's Message	Joe Freund	joefreund@verizon.net
Monthly Meeting Report	Dave Gunnarson	gunnarson@verizon.net
Tour Report	Hank DuBois	handcdubois@verizon.net
Event Calendar	Bill Simons	bsimons@rustinsurance.com
Want Ads	Jim McDaniel	jim44mcd@gmail.com
Membership and Dues Report	Gay Harrington	hahsuj@gmail.com
Restoration Reports	Ken Burns	helenandken@verizon.net
Tech Articles	Cliff Green	dcliftongreen@gmail.com

NVRG Car of the Month
Hank DuBois « 1935 Three Window Coupe



FIRST CLASS MAIL

**Regional Group 96
Early Ford V8 Club
Post Office Box 1195
Vienna, Virginia, 2218**