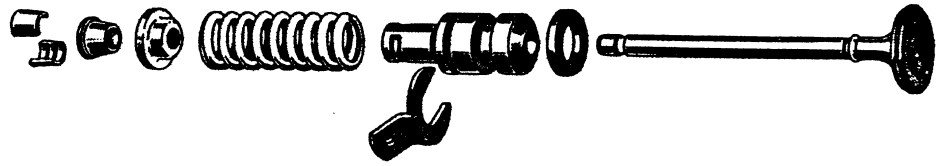




Valve Clatter



THE EARLY FORD V-8 CLUB OF AMERICA

Regional Group 96

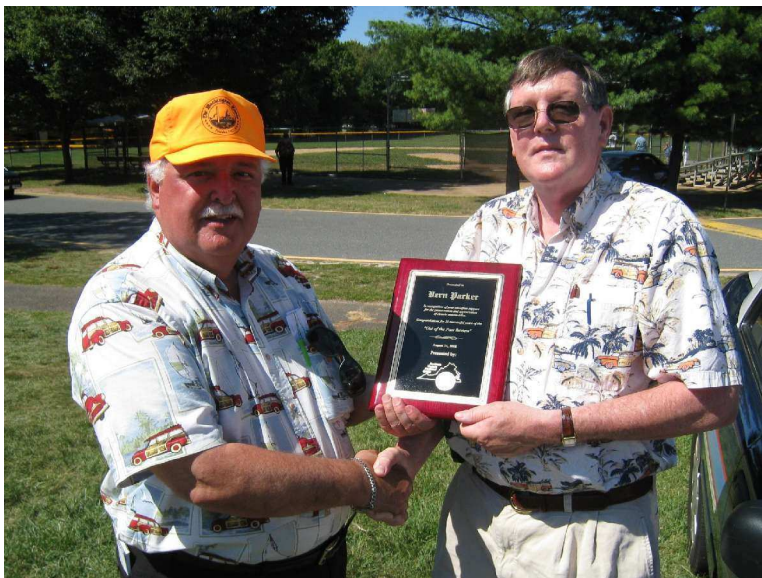
www.nvrg.org

Volume XXX, No. 9

September 2008

Jim LaBaugh Editor

Appreciation for "Out of the Past"



Every Sunday during Labor Day weekend for the past twenty years, Vern Parker has hosted a car show for those who have appeared on the pages of the Washington Times in the "Out of The Past" column. This year the NVRG, represented by Dave Westrate, presented a plaque to Vern for his contribution to the old car hobby.

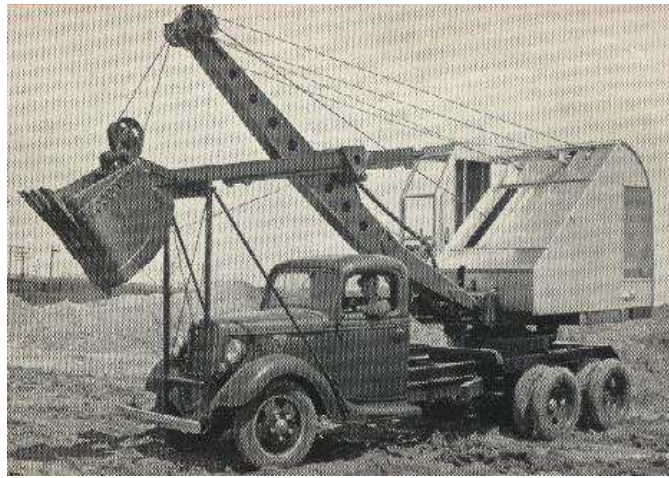
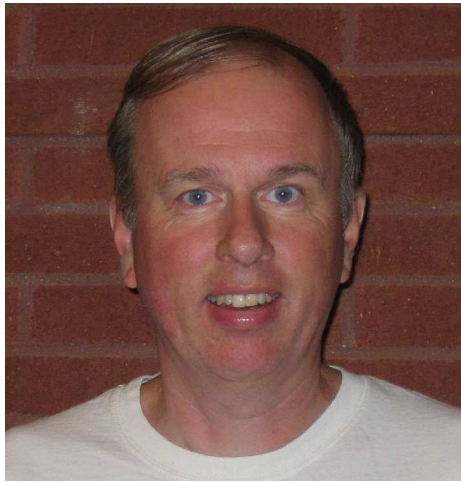
The show is held on grass with cars parked on a first come first parked basis. Vern greets each arriving car with meet envelope and knows just about everyone by first name!!

Spotted on the field were the Girman's, Westrate's, Blum's, Selley, McDaniel, Parker, Vaughn, Rose, Javaras, Cummings, Amster, Wheelihan, Clem, Aaron, & Coombs.

Dave Westrate presents Vern Parker with appreciation award.

At right - Shade is enjoyed by NVRG members.





September 2008

For some reason, I seem to be focusing on the calendar lately. Maybe it's because my two boys are back in school after a great summer. Between the cooler than normal temperatures and rain from the remnants of hurricanes, it seems much later in the year than the calendar indicates.

Coming up at the September membership meeting is a program on making the most out of your garage. Learn some secrets on how to transform your garage completely, or pick up some tips that might help you get more organized and efficient. I know I certainly need some help in this regard.

I notice that Hershey is sneaking up really fast, and is now only five weeks away! Time to get prepared for the wonderful smell of old grease, visions of parts galore and the feel of tired feet. Whether you come for one day or five, it's a blast and I look forward to it every year, rain, shine, cold or warm, or all of these at once.

This month we have a very special tour event with a visit to the Oak Hill estate of President James Monroe, a private residence that Bill Simons has arranged, followed by a Fall Picnic at the Doukenie Winery in Hillsboro. If you are able to attend, don't miss this rare opportunity. We are repeating the Fall Picnic parting because of the favorable comments on last year's picnic. This should be a fun tour event. Come in you early Ford V8 or modern iron and enjoy.

On the long-term horizon, our membership meeting in November will have to move because of the elections on our regularly scheduled night. We will hold our meeting on Wednesday November 12 at Nottoway Park.

The Board Of Directors voted to donate the profits from the 2007 Eastern National Meet and club funds for a total of \$4,800 to the Early Ford V8 Foundation to help support their building campaign. The mission of this organization is to promote the restoration, preservation, and conservation of Ford Motor Company Vehicles and be a repository of, and preserve, printed technical materials and historical information on the Ford Motor Company. It's a very worthwhile organization and I encourage you to learn more from their web site <http://fordv8foundation.org>. A ceremonial presentation will be made at Hershey at their booth at Carpenter's tent in the Chocolate field.

I have worked this summer to get my truck restoration moving on a faster pace and now have a stripped frame suspended over the front and rear axles. I found a very nice truck service center that took apart the spring sets so I can sandblast and clean them for re-assembly. Because of the weight of the driveline parts, I've decided to call my truck an "axles up" restoration. It's hard working at a slow pace, but progress is being made and one of these days, I'll have a finished project.

Hopefully I'll see you at the September membership meeting. 'Till then, keep those flatheads running.

THE CAR THAT NEVER WAS!!

by Cliff Green

There was an interesting episode at the Grand National when a car that was never manufactured tried to come on the Concourse. The vehicle passed thru my station to be assigned a parking spot and I did not take notice. It also went thru the operational check. It was painted a beautiful Green with a slight metallic, bright chrome and beautiful interior. It looked very correct. The car in question, a 1948 Mercury tudor, in fact never existed!! They made such a car in 1946 but not in '47 and '48.



This car was picked up by someone in the field who brought it to the attention of the Judging Committee. First the expert in the field of '46 - '48, who wrote the book, Rusty Davis,, was consulted He looked at all his data, including manufacturing numbers and he agreed that there was no such animal. We understood that the owner's argument was that the car was manufactured in Canada no chance of that either.

National Chief Judge Jerry Vincentini and his Deputies plus the Chairman of the Judges Standards Committee John Griscom, huddled to discuss how to approach the matter. Rather than wait to have his car judged and deduct 1000 points for wrong body, it was decided that we had evidence that no such car was made and approach the owner to inform him that the archives were just down the street so that he could research his claim to prove otherwise. The owner was brought over and Jerry told him of our decision. He folded right away and changed his division to Touring!



Tech Tip: Propylene Glycol Coolant Testing

By John Girman

Fall is just around the corner and many of us are thinking of freeze protection for our flathead V8's. Many of you have or will switch to propylene glycol antifreeze for the coolant system because of its advantages over ethylene glycol antifreeze for our old Fords: less toxic; and less corrosive if it contacts babbit bearings in the case of a leak. However, many of you have also found that your old hydrometer is no longer accurate because propylene glycol and ethylene glycol have different specific gravities. Don't throw out your old hydrometer and don't bother buying a new one (if you can even find one designed for propylene glycol----they're not easy to find). You can easily recalibrate your ethylene glycol hydrometer for propylene glycol antifreeze.

Here's how. First determine what level of protection you want. For convenience, I use a 50:50 mix that will protect down to -34 oF. Mix up a solution of whatever proportions you want as your final mixture of propylene glycol coolant using suitable containers. (I sneak into the kitchen and use Patty's measuring cup to mix a cup of propylene glycol antifreeze and a cup of water to get my 50:50 mixture. If you go this route---that is, your kitchen, not Patty's----make sure you wash the measuring cup and then run it through the dishwasher.) After mixing well, draw the mixture into your hydrometer. Then using a Magic Marker or Sharpie, draw a line where your pointer indicates. That's all it takes. Now you can use the line you've drawn on your hydrometer to check you level of freeze protection. The photo of my ethylene glycol hydrometer shows a mark at 0 on the F scale, which corresponds to a 50:50 mixture of propylene glycol.





New Movies and Old Cars (continued from last issue)

by Jim McDaniel

My second day of shooting was in front of a Pittsburgh police station where a second policeman (a real actor) and I had to man-handle a drunk from my car and escort him in handcuffs into the station as Renee and Nick came down the steps, having an argument, right by us. On one occasion (resulting in a re-shoot) I almost collided with Renee as our drunk got a bit too rowdy. The shot included a close-up of my car. The mobile camera on rails was within two feet of the car, and it started with a tight shot of the red rotating beacon on the roof, then panning out with me and the other cop wrestling the drunk out of the car and into the station. They made some magnetic Pittsburgh Police decals for my doors for this shot, and sprayed a LOT of bottled dirt on the chrome part of the red beacon. The photo above shows the scene being set up.



I'm not sure whether I'll even be close enough to be seen in the camera shot for the first day of driving and walking, or I may just wind up on the cutting room floor. For the police station scene, however, I was told that the close-up shot of my car and the drunk was central to the scene, so

that shot will almost definitely be in the movie. We also re-shot that scene probably 15 times. As the scene started, I was in the back seat escorting the drunk (remember my car's a Tudor), and I had to climb out of the rear of the car over 15 times (counting the practices) wearing that wonderful wool suit in mid-90 degree heat as I secured the

right arm of our cuffed captive and marshaled him off. My part in the whole police station scene will last probably only 30 seconds in the movie. Ah, fame is indeed fleeting.

I got some photos of Renee Zellweger, Nick Stahl, and lots of old cars. Actually, I had to become somewhat of an "undercover agent" when I took the photos, as cameras weren't allowed on set and I wasn't supposed to take photos during the shoot or around the set. But what the heck, I was wearing a gun. Renee is in the blue sweater in the photo (photo below) with Gary Wilmers '37 Coupe. Gary's Coupe is a STAR in the movie by the way. It's in lots of scenes. For a bit more on the movie and the cars, see the Internet article at

<http://www.baltimoresun.com/entertainment/movies/balto.movie01jul01,0,6634437.story>



Opposite is a photo of me talking on the set with MD Club member **John Krupinsky** in his black '40 convertible. Jim Crawford was also there and tells me he was on the set for seven days and was in many scenes. I saw him my second day of shooting but not the first day. In addition to driving his own '36 Coupe, he also drove five different movie cars providing background traffic for various city scenes. They asked me to drive other cars on additional days also, but I had to take leave from work to do the two days I did. Although I didn't see them, Jim tells me that NVRG members **Bruce and Nancy Valley** were also there in their '53 Country Sedan station wagon. He also said that MD Club members **Bill & Josie O'Donnell** were there with their '40 Coupe, but I didn't see them either. Sorry I missed them. Jim Crawford had a short conversation with Renee Zellweger at one point. (continued on page 5)



New Movies and Old Cars (continued)

Actually, I also had a conversation with Renee at the police station scene. She told me I was "the envy" of everyone there! Sounds good, huh! Well, you be the judge, as it actually went like this... As we were walking up the police station steps together following the last take on that scene (with the temperature in the mid-90s), I was chatting with her and I said, "I'm REALLY GLAD they gave me such a heavy wool uniform to wear on a day like today," to which



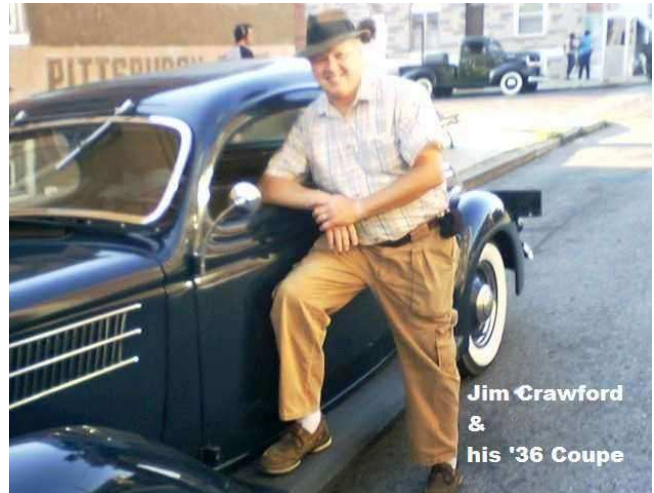
Applying the Decals

she replied "Oh yes, you are certainly the envy of everyone here." Just for what it's worth, I came away from this experience with a very favorable impression of Renee Zellweger. She is not

the proverbial Prima Donna movie star you hear so much about these days. Before the shoot, after I got fitted for my

uniform in the wardrobe trailer, I was with the head of the wardrobe department as she was taking me to "Props" to get my holster and gun, when Renee joined us. It was the wardrobe department woman's birthday. Renee knew this and stopped to wish her a happy birthday, ask about her kids, and just have a pleasant chat for a few minutes. Throughout the movie, I observed that Renee was always cheerful, talking with the movie crew and other actors and actresses between shoots, and essentially being a pleasant human being. That was refreshing to see.

Would I do this again? You can bet your V-8 I would. It was a lot of fun!



Jim Crawford & his '36 Coupe



V8 Email

From Ken Burns:

Attached is an ad from the Boston Herald of March 17, 1956. The big news of the day was that a fierce Nor-Easter was about to drive a converted Liberty ship, the Italian freighter Etrusco, ashore in Sitate, just south of Boston and it was feared that all 30 crewmen might be lost.

don't miss NEWTON MOTOR SALES WEEKLY SPECIALS

STATION WAGONS	
'54 Ford Cntry Sed. R&H, (choice of 2)	\$1695
'53 Ford Cntry Sed. R&H, (choice of 3)	1395
'52 Ford R. Wag. RH	1050
'52 Pontiac 8 Wag. R&H, Hydramatic	1095
'51 Ford Cntry Sq.	695
'47 Ford Wagon	165

HARD TOPS	
'55 Ford Rose & white, R&H. Ovrdr.	\$1995
'53 Merc. Mont. RH	1495
'53 Ford Black & Ivory	1350
'53 Chevrolet Bel Air R&H, Powerglide	1250
'52 Lincoln R&H, Hydra. pow. win.	1295

ENGLISH CARS	
'55 Angelia 2-D. S.	\$995
'54 Zephyr 6-4-Dr.	995

CONVERTIBLES	
'55 Thunderbird	
'55 Chevrolet R&H	\$1895
'52 Chevrolet R&H	795
'50 Chevrolet	550
'50 Ford	595

NEWTON MOTOR SALES CO.
FORD DEALERS IN THE NEWTON'S FOR 34 YEARS
773 Wash. St. Newtonville
Bigelow 4-4200
Open Every Evening Saturday Till 5 P.M.

More to the point is the ad from the local Ford dealer in my home town of Newton, MA. Look at those prices! A '47 Woodie for \$165 and a newer '51 Country Squire for the outrageous price of \$695. Also some nice Hardtops and Convertibles for modest prices. When's the last time you saw an ad where they specified R&H? If we only knew then what we know now.

Two side notes:

1. The Etrusco grounded, the crew was rescued by breeches buoy with no loss of life, and was eventually refloated and renamed the Sitate;

2. Don Lombard's '53 Tudor was purchased new at this Ford dealer.

Don Lombard notes: (Ken) You are correct and have an excellent memory. The car was purchased new from the dealer in the ad in Newton, MA.

I also remember well (fairly well anyway) the Etrusco. We lived in Quincy and Scituate was just down the road. My father, as was I in a few later years, a shipyard worker at the Navy Yard in Boston. All things related to the sea and Navy were part of our interest and passion. We were packed up and

drove over to see the Etrusco. Very awe and humbling sight to see this monstrous human creation heeled helpless on its side. The sight was one of those that stayed with me through all of my shipyard and Navy days as a reminder of how unforgiving the sea can be, and how fragile and futile are humans in any efforts to control it.



Ken Burns continues: My folks had a summer home in Marshfield and the normal time frame for opening the house for the summer season was Patriot's Day or the nearest week-end. (Patriot's Day is usually the 19th of April "listen my children and you shall hear of the mid-night ride of Paul Revere" celebrated mainly in Boston and the close in suburbs. Marshfield is the town immediately south of Sitate along the MA coast.) I recall going down to Marshfield and going through the usual opening rituals, turning the water back on, counting and removing the mice who passed away during the winter, wondering how cold the bed would be the first night (no heat, only a first floor fireplace to chase away the winter chill and dampness. A good night was when the weight of the blankets were below the critical mass needed to immobilize you in the bed). On Sunday as we headed back to Newton my father detoured up through Sitate so we could see the grounded freighter. By this time a lot of work had been accomplished; the ship had been swung around towards the sea and work was in progress to dredge a channel deep enough so that at high tide on the next full moon they'd be able to attempt to refloat the vessel and get her off the rocks. As you say, it was pretty impressive (and humbling) to see this mammoth, man-made creation high and dry on the beach. Pretty impressive stuff to a 13 year old.

End note: I bought my first woodie (a '50 Ford with O/D) from that Ford dealer when I was a Sophomore in college. It lasted several years and eventually was replaced by a '57 Chevy 2 door sedan.



The Family '51

By Jim Nice



My '51 has been in our family since it was new. My uncle bought it new, and a few years later sold it to my mother before going into the Army. For me growing up, it was always my mother's car, and I can remember as a small child playing in it and pretending to drive it. As a teenager, I would clean and take care of it, but no matter how much I begged, I was never allowed to drive it (good thing!). When I was in high school, our local mechanic had a '51 coupe for sale that was in fairly decent shape. I asked my parents if I could buy it (most likely as a substitute), but they said no.

About 10 years ago, my Dad decided to sell the car since it was no longer in drivable condition. I bought it from him, and had major mechanical work done, including a rebuild of the engine and transmission, to get the car road worthy. There were many other items I wanted fixed but just could not find someone to do them.

I joined the NVRG in 2003, and soon found out about Ben McDonald. I finally decided it was time to go to him with my fix-it list to see what he could do for me. Ben came to the rescue and completed the list!



Ben with the finished product

Here's some of the things he did: 1. Rewired the entire car, 2. Fixed two holes in the floor pan and installed new floor braces. (This wasn't on the list, but we found out about it when Ben removed the seats!) The floor braces were almost

completely rotted away; 3. Installed cabin insulation and new carpeting, 4. Rebuilt the wiper motor, 5. Rebuilt the Magic Air blower system, 6. Installed new rear window regulators - the rear windows roll up and down again! 7. Installed new window rubber moldings and tracks, 8. Rebuilt the carburetor, 9. Rebuilt the steering box, 10. Straightened the right-rear quarter panel to line up properly with the passenger door, and 11. Repainted the car



New wiring

Ben graciously allowed my car to spend the winter and spring months with him, so that he would have plenty of time to complete the work (and we would have plenty of time to fix up our garage!).



Front insulation

Ben did a GREAT job on my car, and he is truly an asset to our club. I've attached a few pictures showing some of the work and the finished product.

Thanks Ben, for a job well done, and for keeping Mom's '51 Victoria on the road!



Ford Rouge Plant Display Facts vs. Propaganda

By John Ryan

One of the optional tours during the recent Grand National meet in Dearborn was a trip to the River Rouge plant to see the F-150 truck assembly plant. Many of the NVRG members in attendance at the GN took the tour of the plant. The plant assembly area is quite impressive, even without any assembly going on (the plant was shut down and awaiting the start of its annual model changeover process).

The plant is also well organized to accommodate visitors and inform them about Ford, its current products, and the vehicle assembly process. The plant's entry foyer also contains a display of examples of a few of Ford's most historically significant vehicles, including the Model A, 32 Ford, etc. Each of the display vehicles included a sign describing the significance and features of the model represented.

I was drawn to the 32 Ford on display. Externally, it appeared to be a reasonably correct restoration and fit in nicely with the overall display. However, upon reading the sign describing the model's significance, I noticed several significant inaccuracies which were rather appalling given that the Ford historical archives are just down the road.

The sign consisted of only four statements - all apparently intended to credibly establish the image of the 1932 Ford as a milestone vehicle: The Ford V-8 was the first V-8 engine to be made from a single block of metal. 32 Ford V-8 sales: 287, 285. Top speed: 95 mph. Fuel consumption: 20 mpg

I knew that the first two of these four statements were factually incorrect and I strongly doubted the validity of the other two as well. I consulted my library resources for documentary evidence to refute or verify each of the Rouge display claims.

The most egregious misstatement is the first, about the casting of the V-8 block. (Unfortunately, this fact is also an all-too-common belief among Ford V-8 enthusiasts.) Prior to Ford's introduction of the 1932 Ford in late March 1932, there had been two single-casting V-8 engines in production, both by General Motors: the 1929 Viking by Oldsmobile and the 1930 Oakland. For various reasons, these engines were only in production for a few years and achieved little market success. The Oakland V-8 made its last appearance in the 1932 Pontiac. Therefore, GM is unarguably the first to make a V-8 engine from a single block of metal. Nevertheless, these GM accomplishments detract little from Ford's milestone achievement in producing the 32 V-8 engine - the first successful single-casting V-8.

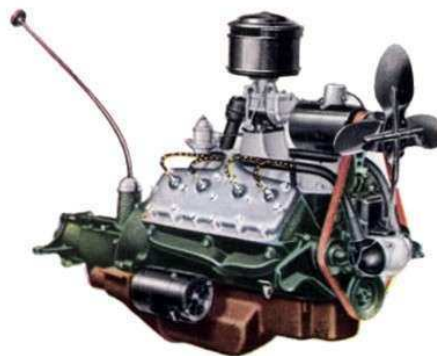
The statement that over 280 thousand V-8s were sold in 1932 is also factually incorrect. The most-cited authoritative

sources quote 1932 V-8 production between 192,000 and 205,000 - nowhere close to the number claimed on the Rouge display. However, approximately 85,000 passenger and commercial vehicles with Model B 4-cylinder engines were produced in 1932. Thus, the total production of both V-8 and 4 cylinder vehicles was close to 280,000. So it appears that the Ford PR people who made up the sign just combined V-8 and Model B production numbers. To them, every 32 Ford was a V-8.

Can a '32 Ford reach a top speed of 95 mph? In a word, no. The British publication *The Motor Magazine* road tested a 32 Victoria and published the results in its June 14, 1932 edition. The reported top speed was 76 mph, apparently achieved at the Brooklands race track. Bench racers could argue that the 1934 models were the first stock Ford V-8s able to reach 95 mph. The 1934 models had 20 more horsepower at higher revs than a 32 and a new, optional 3.54 rear axle ratio. But even this seems unlikely. As a point of reference, consider that it was not until 1937 or so that the Southern California hot rodders broke 100 mph at the Muroc dry lake with their fenderless, modified 32 V-8 roadsters. With car weights increasing in 1935 and no significant gains in power to weight ratios throughout the 1940s, it is unclear exactly when a stock Ford could attain 95 mph top speed.

Can a '32 Ford achieve 20 mpg? Initially, I seriously doubted this claim also. The *Motor Magazine* road test produced an average of 16 mpg in a variety of road traffic conditions and test track miles. So, in terms of everyday driving, forget about 20 mpg. But apparently, 20 mpg can be achieved under ideal conditions. A well-documented endurance test by Pennzoil in 1932 (again using a '32 Victoria) covered 33,000 miles in 33 days of almost non-stop, steady driving on a closed circuit in the Mohave Desert. At an average speed of 42 mph, the Vicky achieved 19.6 mpg! So, the Rouge sign is not, strictly speaking, incorrect on this one claim.

In summary, there is no need to embellish or add any spin to the raw facts to prove the capability and quality of the 1932 Ford, or any early Ford V-8. The vehicles speak for themselves.



August Meeting report

by Cliff Green

The V8 faithful gathered at the Hunter House in Nottaway Park for the August meeting. 32 chaps appeared to witness the slide show of the Grand National Meet held in Dearborn, the home town of the EFV8's. Each slide taken by John Sweet was analyzed and critiqued to death with amusing comments from the fold. For those who did not attend, the show displayed the cars, people and events to get a flavor of what they missed.

Prior to the pictures, President got a feel of the group about a donation to the Early Ford V8 foundation. The treasury has about \$15,000 and the Board of Directors is considering donating \$4800 towards the building fund to be part of the 4 800 Club that provides considerable recognition. No serious objections were noted.

Leo Cummings picked up a National Board of Directors award at the banquet, engraved In Appreciation for Cliff Green and presented it to him at the meeting. Cliff was in charge of the Concourse layout and parking, plus his responsibilities as Deputy National Chief Judge.



A cake decorated with RG 96 30 years was cut up for refreshments.



Amster's Dictionary

By Hank Amster

(Editor's note - Hank Amster has provided many definitions of tools that the group might find interesting - This month's definitions appear below)

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your soda across the room, splattering it against that freshly-stained heirloom piece you were drying.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned guitar callouses from fingers in about the time it takes you to say, 'Yeow....!'

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age, or for perforating something behind and beyond the original intended target object.

SKIL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs. Caution: Avoid using for manicures.

HACKSAW: One of a family of cutting tools built for frustration enhancement. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WELDING GLOVES: Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 45 minutes.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

In Memory of Bob Nicholson

By Cliff Green

Bob Nicholson was a member of the club for several years and succumbed to lung cancer last month. He owned a '39 Convertible that was similar to the one he owned in the '40's. The club visited his estate in November enroute home for the Winchester tour of the Royal Royce restoration shop. He thoroughly enjoyed our National Meet and was anxious to improve the car to be correct.



Bob was born and raised in Virginia, successful in the insurance business and was truly a "Virginia Gentleman" A \$50 donation in his name was remitted by the Club to the Hospice of the Rapidan.

For Sale:

1965 Mustang Hardtop - Good driver, minor floor pan rust, great interior. V8, Auto, AC, 114,000 miles \$6900. Located in Northern Virginia, Contact Milt at MiltW37@aol.com

1940 Ford engine has less than 10,000 miles, sleeved to standard with Johnson adjustable lifters. Ran on 300 mile tour prior to replacing with 59AB. Compression 1=100, 2=115, 3=110, 4=105, 5=95, 6=105,7-105, 8=100. With oilpan,water pumps and intake manifold. \$1000 Cliff Green

NVRG Board of Directors - Nominations and Election

According to the NVRG Bylaws it is time again to elect members to the Board of Directors. Current Board members up for re-election are Dave Gunnarson, Frankie Martin, Greg Mensinger, Jim McDaniel, and John Girman.

September Tour/Picnic

Join us on Saturday, September 27 for a fun-filled day in Loudoun Co. where we will first visit Oak Hill Estate, the beautiful historic home of James Monroe, the 5th U.S. President. Bill Simons has arranged for us to visit this privately owned home which is located on Route 15, just North of Route 50. We will then drive on scenic byways through the Northern Virginia countryside to Hillsboro, VA where we will display our V8s, visit and picnic at Doukenie Winery, part of the lovely 500-acre Windham Farm and one of Loudoun Co.'s premier wineries. You will not want to miss this tour!

Schedule:

9:00 am - Meet at Fair Oaks Mall and depart shortly thereafter.

10:00 am - Tour of Oak Hill Estate.

12:00 - 1:00 pm - Drive to Hillsboro, VA.

1:00 - 4:00 pm - Display V8s, visit and picnic at Doukenie Winery.

4:00 pm - Depart for home.

Bring your picnic lunch, comfortable chairs, frisbees, etc. for the picnic.

Call or email Hank Dubois at 703-476-6919 or hcdubois@juno.com for more information and to sign up for this special tour.

Welcome

At Dearborn, Cliff Green convinced **Chris Sanders** to become a new member of our club. This, despite having the Atlantic Ocean separating him from NVRG festivities. On page 33 of the May/June issue of the V8 Times, Chris wrote about his 1933 Ford Five-Window Coupe.

September meeting program note

The September meeting features a presentation on Garage Concepts. For those of the NVRG faithful who have ventured forth on the many tours of fine garages owned by club members, this program will cover the variety of ways to outfit a garage. The meeting is Tuesday, September 9th.

V8 Mail

Art Zimmerli writes - " I was invited to participate in the Annual Flint Hill Volunteer Firemans' Parade in Rappahannock County. To add a little fun this year, and with son-in-law Stan driving, I dressed up as a desert oil sheik. We had signs "Gas seven dollars a gallon in '09" and "No offshore drilling." This is the first time I have ever been booed while riding in the Phaeton. Guess they didn't like the car."



NVRG Calendar



September

- 9 **Membership Meeting** - 7:00 pm - Nottaway Park - **Program:** Creative Garage Concepts
Refreshments: Frankie Martin
- 13 2nd Annual Car Show for Jill's House -Dulles Crossing Plaza, Sterling, VA - Jill's House is committed to providing care and support to children with special needs
- 20 33rd Annual Edgar Rohr Memorial Car Meet- sponsor: Bull Run AACA, Manassas, VA
- 27 **NVRG Fall Picnic and Tour to Oak Hill** - visit the Oak Hill estate of President James Monroe and tour to Doukenie Winery in Hillsboro, VA. The Oak Hill estate is **not** open to the public, but Bill Simons has arranged a private tour for us. We will tour the house at 10 am and then proceed to the picnic
- 30 NVRG Board of Directors meeting

October

- 4 **Valve Clatter** deadline -send items to editor Jim La Baugh - (jlabaugh@verizon.net)
- 5 **51st Annual Antique Auto assembly, Armed Forces Retirement Home, Washington, D.C.**
- 8 to 11 **Hershey! Fords, fleas, and fellowship** - need we say more? Join us for Happy Hour and/or breakfast at the Flathead Grill.
- 14 **Membership Meeting** - 7:00 pm - Nottaway Park - **Program:** Hershey review
- 24-26 **Annual Lebkicker Tour** - two-night tour to the Gettysburg area - join us!
- 28 NVRG Board of Directors meeting

November

- 1 **Valve Clatter** deadline -send items to editor Jim La Baugh - (jlabaugh@verizon.net)
- 8 **NVRG Garage Tour** to Al Mason's - learn about Al's participation in the Great Race - visit his fantastic shop and join us for lunch at Magnolia's in Purcellville - this will be a great tour for ladies, also. Departure time to be determined.
- 12 **Membership Meeting** - 7:00 pm - Nottaway Park - **PLEASE NOTE THAT THE MEETING IS ON A WEDNESDAY THIS MONTH** - **Program:** Fun with your Ford - 30 years with the Northern Virginia Regional Group. **Refreshments:** Jim La Baugh
- 25 NVRG Board of Directors meeting

Down the Road

December 6 - NVRG Holiday Gala at the Fairfax Country Club.



Board of directors
Northern Virginia Regional Group



President: **Dave Gunnarson** 703-425-7708

Vice President: Eric Sumner	703-860-1916	Programs: John Sweet	703-430-5770
Secretary: Cliff Green	703-426-2662	Property: Frankie Martin	703-928-7136
Treasurer: Greg Mensinger	703-893-5644	Activities: Dave Westrate	703-620-9597
Membership: Jim McDaniel	703-569-6699	Historian: Don Lombard	703-690-7971
Tours: Leo Cummings, Hank Dubois	703-866-9707	Newsletter: Jim La Baugh	703-573-9285
Past President: John Girman	703-242-1459	Web master: helenandken@verizon.net	

Mark your calendar!
The September Meeting is on
TUESDAY September 9
at 7:00 pm in the historic Hunter
House, located adjacent to the tennis
courts, Nottoway Park, Court House
Road, Vienna, VA



The program - Garage Concepts



FIRST CLASS MAIL

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