



Northern Virginia Regional Group



# VALVE CLATTER



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

Volume XX, No. 3

March 1997

Cliff Green, Editor

### EARLY V8'S INVADE FBI ACADEMY

A '51 Ford police car, '40 Ford tudor and a '51 sedan along with a gaggle of modern iron descended upon the FBI Academy in Quantico Saturday the 22nd. Our leader and Club President (also the head honcho for the DEA there) Dave Westrate gave us a personalized guided tour of the grounds and buildings. After a brief in the Admin. building we were given a presentation by two firearm instructors who volunteered their time to demonstrate the FATS (Firearm automated training system). This is an interactive system using 9mm regulation pistols that shoot light beams at targets presented on a huge screen simulating real life situations. The object of this drill is to evaluate judgment of "deadly force" - when is the bad guy a threat to you or your partners

welfare? Numerous V8'ers had the opportunity to test their judgment, reaction time and aim with the simulator. We certainly left with an appreciation for law enforcement personnel and the adversaries they face.

We toured through "Hogan's Alley", a real town that is used in training situations, the tactical emergency vehicle operations course, and firearm ranges.

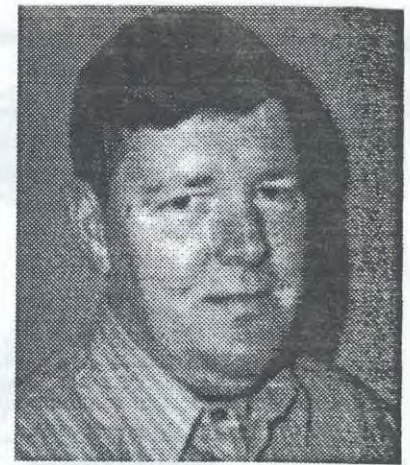
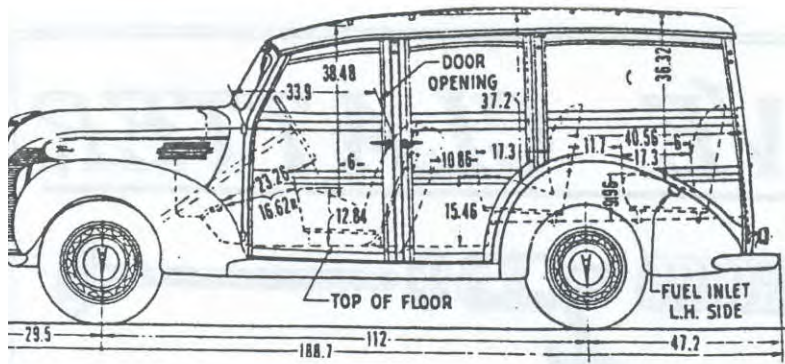
Dave's tour continued through the Academy's maze of buildings connected by what Dave calls "gerbil tubes". The auditorium, gym facilities, and the "not quite" Olympic pool were impressive.

20,000 apply for training with the DEA and only 400 are accepted! All the agents, FBI and DEA, are housed in the Academy dormitory during their 15 weeks of training.

All the members, pictured below, enjoyed the tour and the special treatment - thanks, Dave.







*Up front*  
with  
**The President**

**March 1997**

I know that each of you enjoyed this mild winter as much as I did. Do you believe the third week of February was in the 60s and 70s! We could have kept those cars on the road! An early attack of spring fever means the end is in sight.

As the daffodils come up, we recognize them as a symbol of renewal and the cycles of life...a new season, new growth and new hope for the future.

The future is always connected to the past and defined by it in many ways. You should be proud of what you are doing to preserve and enjoy America's automotive history. We are each in our own way committed to the past and bringing it with us into the future.

This month's meeting will be held at **Jerry's Ford Body shop** at a new time: 7:00. One of **Dave Blums'** expert body mechanics will show us the proper way to use body filler. The shop is located on Backlick & Industrial Drive, Springfield.

We will have an interesting garage tour March 29th to **Buzzy Potter's** new spaces on the Potter Farm by the Cabin John Bridge, continuing on to view his collection in Potomac. Don't miss it!!

Our **VALVE CLATTER** was recognized for Sixth Place Honorable Mention winner in the 1996 Newsletter Contest! Way to go **Jim McDaniel**.

Let's enjoy the renewal of spring, and remember that if we all do a little, together we can accomplish a lot.

*Dave*



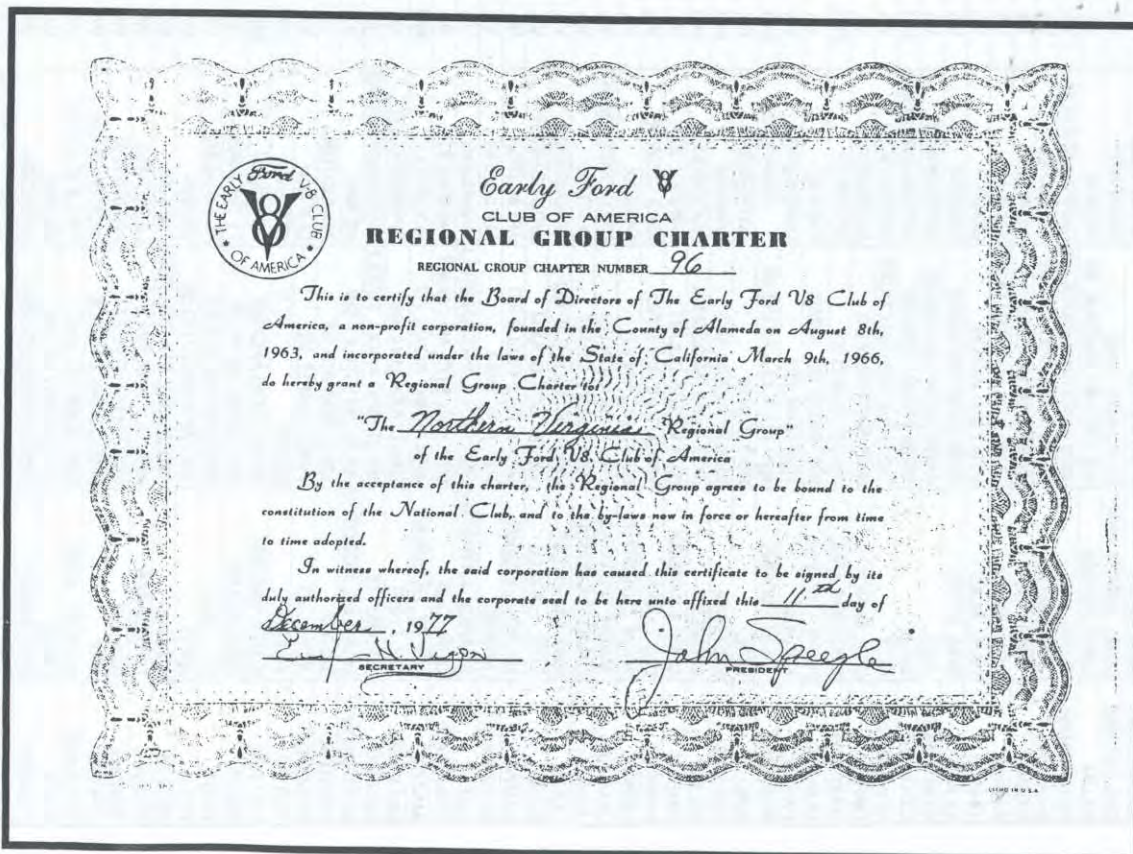
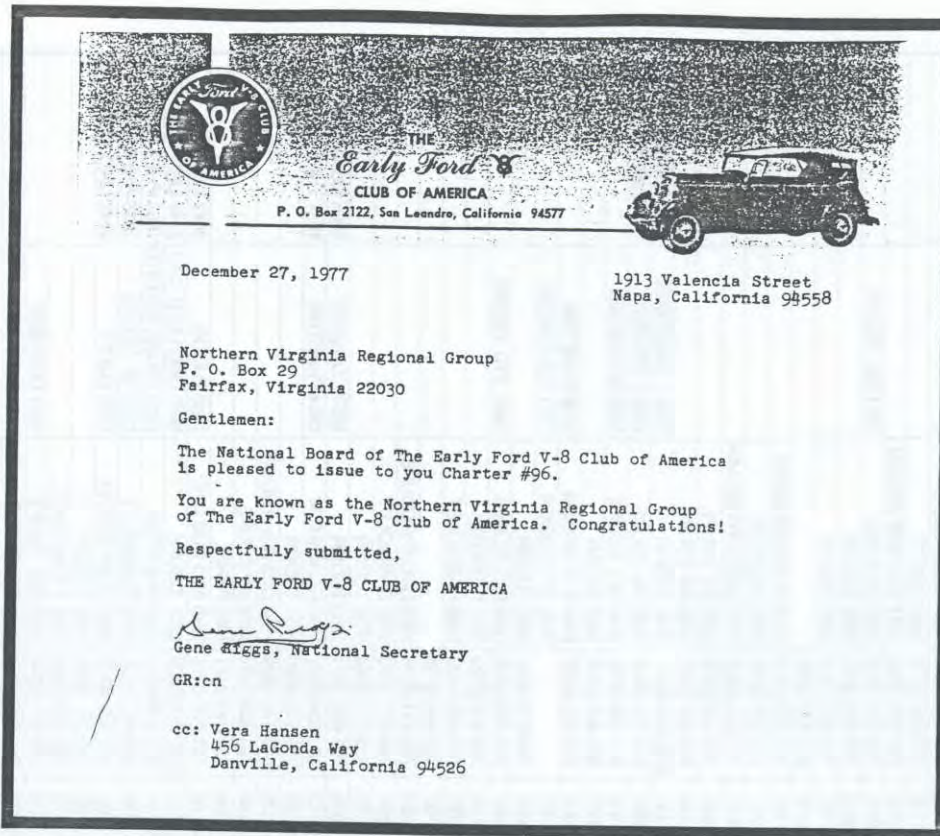
1997 Northern Virginia Regional Group

LAST NAME	FIRST & WIFE	ADDRESS	CITY	STATE	ZIP	PHONE	CAR 1	CAR 2	CAR 3
ALEXANDER	ALLAN, BEV	8311 WEST BLVD DR	ALEXANDRIA	VA	22308	703-360-6488			
AMSTER	HANK, BEA	8948 FALLING CREEK COUN	ANNANDALE	VA	22003	703-425-7687			
ARRINGTON	NICK, KATHY	P.O. BOX 738	GAINESVILLE	VA	22065	703-754-2827	1941 CONVERT	1995 ROADSTER	1940 CONVERT
BELLAFAIRE	MIKE, JUDITH ANN	27 CLARKE LANE	STAFFORD	VA	22554	540-720-1729	1940 TUDOR STD	1998 CONV SED	1948 CONVERT
BLUM	DAVE, NORMA	502 AYR HILL AVENUE, NE	VIENNA	VA	22108	703-281-1654	1953 LINC CONV		
BOARDMAN	BRIAN, KELLI	9023 CHESTNUT RIDGE RD	FAIRFAX STATION	VA	22039	703-643-2661	1948 MERC COUPE		
BOWERS	JACK, MILLIE	59 RUTHERFORD CIRCLE	STERLING	VA	22065	703-450-5673	1941 TUDOR DEL		
BOWIE	JERRY, JOYCE	7316 RECTORS LANE	MARSHALL	VA	22115	703-887-6610	1940 COUPE		
BURNS	KEN, HELEN	10409 STALLWORTH COUN	FAIRFAX	VA	22032	703-978-5669	1941 STATION WAGON		
CHASE	PAUL, ELAS	9016 FOX LAIR DR.	BURKE	VA	22015	703-978-5669	1952 VICTORIA	1941 S.D. SEDAN	
CLARK *	BOB, BETTY	4763 TAPESTRY DRIVE	FAIRFAX	VA	22032	703-323-5217	1936 TUDOR		
CONTRUCCI	JOEL	11616 LEEWOOD COURT	WOODBRIDGE	VA	22192	703-491-7192	1940 PICKUP		
COOPER*	LEO	13708 TOWN FARM RD	UPPER MARLBORO	MD	20772	301-627-2078			
CUMMINGS	BILL, NANCY	7922 HILL STREAM COURT	SPRINGFIELD	VA	22153	703-866-9707	1950 MERCURY MONT.		
DARBY	STEPHEN, JANE	6809 SMITHWAY DR	ALEXANDRIA	VA	22307	703-765-0975	1949 CONVERT		
DAWKINS	HANK, CYNTHIA	624A FLEMING ST	KEY WEST	FLA	33040	703-313-8652	1947 MERCURY SEDAN		
DUBOIS	MICHEAL	3627 WEST OX ROAD	FAIRFAX	VA	22033	703-476-6919	1935 3W COUPE		
FARKAS	JOHN, YVONNE	1881 LUCE CREEK DRIVE	WARRENTON	VA	22186	703-347-2781	1932 5W COUPE		
FRENCH	MIKE	RD 1 BOX 58	ANNAPOLIS	MD	21401	410-266-6964	1935 TUDOR	1934 1 TON PANEL	1949 TUDOR
GALL	STEPHEN	9128 FOWLER LANE	OSTERBURG	PA	16667	814-276-3848	1936 3W COUPE	1946 2 TON COE	1953 LINC CONV
GIBSON	CHARLES	5407 AMBERWOOD LN	LANHAM	MD	20706	301-459-5302	1940 DEL COUPE	1940 SEDAN DEL	
GILES*	CLIFF & SANDRA	6214 MILITIA COURT	ROCKVILLE	MD	20853	301-460-9760	1950 SEDAN		
GREEN	CLIFT, JUDY	10463 DAHLGREN RD.	FAIRFAX STA	VA	20339	703-426-2662	1940 STA WAGON	1936 PHAETON	
HARDIN	JOHN, DOROTHY	5217 HOLDEN ST	KING GEORGE	VA	22485		1940 STD TUDOR	1941 STA WAGON	
HINKLE	JASON, DOLORES	6401 HARRISON RD	FREDERICKSBURG	VA	22032	703-978-4096	1950 TUDOR	1940 STD COUPE	
JAVARAS	DAVID, BARBARA	7680 KINCHLOE RD	CLIFTON	VA	20124	703-818-2723	1932 PHEATON		
JONES	ROY, KAREN LEE	8489 FALLING LEAF RD	SPRINGFIELD	VA	22153	703-455-4793	1933 CABRIOLET		
JUDY	BOB, LUCILLE	12212 CAPT. COURT	WOODBRIDGE	VA	22192	703-494-5632			
KARR	MICHAEL, EILEEN	5501 LITTLE FALLS RD	ARLINGTON	VA	22207	703-241-3836	1939 DELUXE COUPE		
KOZAK	MYRTIE	RT2, BOX 163H	LEESBURG	VA	22075	703-771-1475	1937 CABRIOLET		
LEBKICKER *	CHARLIE, KATHERINE	6822 GEN. LONGSTREET LI	MANASSAS	VA	22075	703-255-0904	1936 TUDOR	1957 CONVERT	1965 MUSTANG
LEE	DON, TINA	9505 OAK STREAM COURT	FAIRFAX STA	VA	22110	703-690-7971	1953 TUDOR	1934 PHAETON	1941 TUDOR DEL
LOMBARD	BRUCE, DEBORAH	4904 PENNY ROYAL CT	ROCKVILLE	MD	20853	302-924-0347	1934 ROADSTER		
MAZZIE	JIM, CHAR	6904 LOUDOUN LANE	SPRINGFIELD	VA	22152	703-569-6699	1951 TUDOR		
McDANIEL	JEANNETTE	103 SPRING KNOLL CIRCLE	FREDERICKSBURG	VA	22405	540-373-1229	1950 CUSTOM TUDOR		
MOORE	CHARLES, DOROTHY	704 PLUM STREET SW	VIENNA	VA	22180	703-938-7194	1935 3W COUPE		
MORRISON	VICTOR	129 S. FENWICK ST	ARLINGTON	VA	22204	703-892-2441	1952 PANEL		
PAINTER	JERRY, JO	11905 CHAPEL RD	CLIFTON	VA	20124	703-978-8245	1940 STD BUS CPE	1950 TUDOR	1941 COUPE
PENDLEY	PEGGY	BOX 77	ORLEANS	VA	22128	540-364-9620	1935 COUPE	1940 LINC CONT CAB	1947 LINC CONT CPE
PIXLEY	BUZZY, VIRGINIA	10700 LOCKLAND RD	POTOMAC	MD	20854	301-299-9099	1936 PHEATON	1936 TRUNK SED STD	1935 PHEATON
POTTER	DONEVELYN	250 SCENIC VIEW DR	FT THOMAS	KY	41075	606-441-3228	1935 CABRIOLET	1935 SB SEDAN	1935 PHEATON
ROSS	S.L., LELA	8358 ORANGE COURT	ALEXANDRIA	VA	22309	703-360-3310	1936 CONV SEDAN	1936 COUPE	1948 LINC CONT CAB
ROSS	JOHN	108 TAPAWINGO RD SE	VIENNA	VA	22180	703-281-9686	1932 TUDOR		
RYAN	WILLIAM	4016 BURKE STATION ROAD	FAIRFAX	VA	22032	703-273-5334	1941 1 TON PANEL		
SELLEY	TOM, SARAH	ROUTE 2, BOX 38018	LEESBURG	VA	22075	703-771-9374	1947 DEL COUPE	1951 CONVERT	
SHAW	BILL, LIZ	4526 N 41ST STREET	ARLINGTON	VA	22207	703-536-3648	1934 ROADSTER	1984 TUDOR	
SIMONS	ART	3459 CORNICE PLACE	WOODBRIDGE	VA	22192	703-491-6158	1940 DEL COUPE		
SPERO	ROBERT, JOAN	3107 JUNIPER LANE	FALLS CHURCH	VA	22044	703-534-4056	1946 TUDOR		
STEWART	LINDA	211 CHERRY ST. SW	HERNDON	VA	22180	703-281-9302			
STITT	ERIC, NANCY	1355 OAKSHIRE COURT	BERKELEY SPRING	W. VA	25411	304-258-1858			
SUMNER	BEVERLY	RT 4 BOX 298	BURKE	VA	22070	703-709-4164			
SYKES, JR.	BILL, SYLVIA	5217 DUNLEIGH GLEN LAN	BURKE	VA	22015	703-323-6151	1948 CONVERT	1948 DEL TUDOR	1951 SEDAN
TINDALL	BILL, LOUISE	31 BEECH DRIVE	STAFFORD	VA	22554	540-752-0162	1940 CONVERT	1935 SEDAN	
VINCENT	DAVID, BARBARA	11605 HELMONT DR	OAKTON	VA	22124	703-620-9597	1939 STATION WAG	1939 STD STA WAGON	
WESTRATE	ALAN, JOAN	PO BOX 775	BETHESDA	MD	20827	301-469-4808	1947 LINC CONT CAB		
WHELHAN	BOB, JANE	8723 MEADOWS RD	WARRENTON	VA	22186	540-347-0725	1951 CONVERT	1949 F-1	1951 STA WAG
WILD	GILBERT, KATHRYN	8232 ROBAY AVE	ANNANDALE	VA	22003	703-560-8829	1939 COMMERCIAL		
WILLIAMS									



# TWENTIETH ANNIVERSARY OF REGIONAL GROUP

## #96





by Bob Sikorsky

Engines and other mechanical parts of an automobile are subject to certain inescapable processes. They all wear out, some sooner than others, but eventually time takes its toll on them. 11. Virtually all mechanical parts are subject to a fast, then slow, then fast again, wear process.

When a part is new its wear rate is very high as it tries to find an ideal mating surface with adjoining working parts. This high rate of initial break-in wear isn't something to get worried about; it is beneficial if implemented correctly. Trying to slow down or even do away with the initial wear process in the benign hope it will lead to longer engine or mechanical parts life is foolhardy. If an engine or other mechanical part is broken in properly - and to do that, accelerated wear must be allowed to take place - it will be able to spend much more time in the second, slow-wear stage.

Once an engine or transmission or axle is broken in it enters a blissful state of near nonwear. An automotive Nirvana. Parts work and move with a minimum of friction and wear. Clearances between the parts, established by the break-in, are near perfect and allow for maximum lubricant circulation. In this stage mechanical parts can run almost forever if proper maintenance and driving habits are cultivated.

But any part will eventually wear out, no matter how much care it is given. When it begins that final stage, wear comes fast, often without warning. Sometimes the part itself fails. This is known as catastrophic wear. Each of us has probably been a victim of catastrophic engine wear, a part breaking, an engine seizing.

Keeping these three wear stages in mind, let's look at the four ways an automobile engine can wear once it has been broken in.

\*Internal engine rusting: With the advent of high-quality unleaded gasoline, this wear has been, for the most part, stopped. Older cars that still use unleaded gasoline are most susceptible to internal engine rusting, but all cars that reside in non-Sun Belt areas - most of the United States - are still subject to internal rusting if cheap gasoline is used and the oil isn't changed frequently. Other causes of internal engine rusting are poor-quality oil, frequent short trips especially in cold weather, neglected pollution-control devices and the simple fact that some engines are more likely to rust than others.

\*Mechanical wear: This is the removal of metal from one part by another. Most of this wear takes place during the first 30 seconds or so after an engine is started. The best ways to reduce the effects of this kind of wear are to eliminate as many unnecessary engine starts as possible, drive slowly after a cold start until the engine has warmed and use a low-viscosity oil (5W-30, 10W-30) in cold weather.

\*Corrosion: Corrosion of internal engine parts is caused by acid buildup in the oil. This can be triggered by a number of factors, but the most prominent is infrequent oil change. Acids build up in old oil and eat at the metal parts, much like rust eats at the outer skin of a car. Fresh oil in the crankcase, especially in cold weather, ensures a good supply of acid inhibitor is available in the oil. These inhibitors neutralize the acid buildup. But remember, these additives deplete with use and if the oil is not changed acids gain the upper hand and begin to eat at costly engine parts.

\*Abrasive wear: This may be the most common cause - and the most easily avoided - of engine wear. Abrasive wear takes place when foreign particles that are harder than the metal parts find their way into the engine and begin to scrape, abrade and wear down the parts. There is nothing fancy here; it is simply everyday dirt in the form of sand, dust and grit, combined with hard metallic oxides that are produced in the engine itself, that do the damage.

The best way to keep abrasives from their dirty work is to have efficient and clean filters in the oil, fuel and air-intake systems. Stay away from dirt and dusty roads if possible and change filters on schedule, or before, if unusually dirty or dusty driving is your norm.

Be on guard against these four demons of engine demise and you will prolong the slow rate of wear we talked about earlier and postpone the eventual onset of the third, or catastrophic, stage.

Courtesy of Big Valley R.G. Rumble, May 1990



By now, most of you probably know that I've had a relapse in my battle against woodyitis. I thought I'd been cured, but I guess the disease was just in remission. A couple of years ago, right after I had the bumpers rechromed on my Woody, Helen began to notice that I was avoiding completing some of the last tasks to finish off the restoration. She diagnosed this as some sort of avoidance syndrome; as long as there were a couple of things to be finished off (like recovering the running boards) I could always say that the Woody was still "being restored." After 25 plus years of "being restored," the Woody had become my security blanket. In order to wean me of this dependency, she suggested that I look for another car to work on. I decided that what I needed to complement the Woody would be a '41 Convertible. I spent the past couple of years looking for a suitable vehicle that would fit both my fiscal resources and my restoration skills.

About four or five years ago, I took my Woody up to the show in Mt. Airy MD for the first time. As I pulled into my assigned space, almost before the dust had settled, a man appeared next the driver's door and began looking my car over. He introduced himself as Bob Brown and said that he had just bought a Lockhaven Green '41 Woody, but that it needed a complete restoration. Over the next couple of years each time I went to Mt. Airy, Bob would stop by and fill me in on the progress of his work. He said that the car was an original local car with about 69,000 miles on it, but unfortunately had been stored in a shed that had a leaky roof and as a result the car had suffered some pretty bad water damage, particularly in the roof and floorboards. Then about two years ago I saw an ad for a '41 Woody in "Woody Times," the National Woodie Club magazine. There was a 301 area code so out of curiosity, I thought I'd give the owner a call just to find out about the car in case any NVRG member might be interested. Somehow, I forgot that what I really wanted was a Convertible and I certainly underestimated the addictive powers of woodyitis. I ended up calling the number only to find out that it was Bob Brown! He said that he had had back surgery, didn't think he would be able to work on the car, had sent the ad to Woody Times six months before but that it took them so long to publish the ad that his back was progressing and that he had changed his mind about selling. Phew, that was a close call, nearly had a relapse. With the support and understanding of my beloved spouse and lifemate, I was able to once again get back to looking for a Convertible.

This past September, I went up to Mt. Airy again and

had Bill Lindall along for company. We were sitting around swapping lies when Bob Brown appeared. We talked for sometime about my car and what I had done to it in the past year (nothing, just drove it). When I asked Bob how he was doing on his Woody, he said that his back was acting up again and that he definitely wouldn't be able to finish the car, it was back on the market again. I thought about this for a while and said I might be interested. I made a trip to Bob's home in Brookville to see the car. What I found was a basket case. Bob had disassembled the car for a complete ground up restoration. He already had already done all the really nasty work. The frame, all the suspension components and backing plates had been sandblasted and painted, the brake system (including new steel and flex lines) was finished, the engine had been rebuilt, as had the gas tank and split core radiator. He documented everything he had taken apart and had bagged and boxed everything. The wood body was there in sections: the doors, the door posts, the quarter panels, the tail gate assemblies. What was missing was the roof!!! Bob said he had the crossbows and some of the slats but the rest of the roof turned to "dust pan material" when he disassembled it. Somehow I still found the car interesting. It had a very late model year serial number that I figured put it in the last month of production compared to being a very early production model like my current car, aka Woody I. It had stainless trim on the fenders, stainless windwings, small dash knobs, dark instruments with white pointers, a tail light on the tailgate rather than on the quarter panel post, etc. I could feel the warning signs of woodyitis beginning to appear. I fought them off as best I could; I told Bob I might be interested but first I wanted to make one last attempt to find a Convertible at Hershey. I made my annual trip to Hershey with the usual suspects, but couldn't find anything to fit my price range/skills. By now I was in deep trouble. I called Bob after coming back from Hershey and arranged to see the car again. I invited Helen to go along, but I think she sensed the end was near and didn't want to see me succumb. I went back and looked the Woody over again and rechecked my calculations on how much it would cost to replace the roof and the other rotted and/or damaged wood, etc. I also looked closely at all the NOS, repro and used parts Bob had purchased. I wanted to assure myself that they were quality parts that I would use; I didn't want to end up paying for a lot of stuff that I wouldn't use. Fortunately, Bob had collect nothing but the best stuff. I finally decided to make an offer and Bob said that he'd think about it, that he had another person who was also interested. By now I was being ravaged by woodyitis; I began to worry that I might not get the privilege of buying this basket case. I really needed that car. Much to my



dismay Bob didn't call back for quite some time and I thought that he had sold the car to the other party. Then one night and phone rang and it was Bob. He said "Are you still interested in the Woody?" This was my final chance to escape, to quit cold turkey but somehow the non-rational side of my brain, the side infected and affected by woodyitis sprang into action and answered "Of course I still am." Now I would have Woody II to go with my original Woody I. In the movies this is when the screen fades to black.

I made arrangements with Bob to pick the Woody up over the Thanksgiving week-end. Bill Selley loaned me a cherry picker engine hoist and S.L. Ross was exceedingly generous in loaning me his pick-up and trailer to retrieve the Woody even though he was going to be out of town. Dave Westrate volunteered to come along with his pick-up to lend a hand. I guess, having been inflicted with a double dose of woodyitis himself, he figured he was probably immune and could risk it. The day after Thanksgiving, Dave, my son Chris and I set off with the two pick-ups and trailer. Our first order of business was to drop the rebuilt engine back into the chassis and secure the floor pans and cowl section to the frame. This accomplished, we started loading the loose parts into the pick-ups. Boy, you have no idea how much space a Woody takes up when it's in bits and pieces. We managed to fit in everything except for the roof crossbows and slats assembly and the front clip. I made arrangements to come back for these items in the spring.

What are my plans for this loose collection of parts? Well I've got it in storage right now while I finish off some odds and ends on Woody I like the running board covers, steering wheel, stainless restoration and some revarnishing. One of the charming things about Woodies is that you're literally never finished; they don't stay restored. I'm also contemplating swapping the rebuilt engine in Woody II over to Woody I so that I can tour at the front of the line rather than at the rear. Once I start work on Woody II I want to paint it Mayfair Maroon and equip it with different accessories from Woody I: whitewalls on one car, black on the other; grill guard one, wing tips on the other; hot air heater for Woody II, hot water for Woody I. Will it take me 25 plus years to finish this restoration? I hope not, I'd probably be to old to drive it!

Contributed by Ken Burns



MAR 29

**TOUR OF BUZZY POTTER'S  
NEW GARAGE  
AND AUTO COLLECTION  
AT CABIN JOHN & POTOMAC**

***Saturday, March 29th  
9am***

**Meet at Fair Oaks Mall parking lot  
across from the Holiday Inn  
Rt 50 & I66**

we will proceed first to the Potter Farm in Cabin John, Md. To tour the nearly completed "Taj Mahal" garage being built by Buzzy and his son Bill. We then proceed to Buzz & Jenny's home in Potomac to tour his large and varied antique car and motor cycle collection.

**Directions:** I495 over the Cabin John Bridge (stay in right lane) to parkway exit at north end of bridge, bear left immediately on exit and go 1 1/2 mile to stop at Macarthur Blvd. Go right for 1 1/2 mile past Navy Truck Rd. to first driveway on right (8700 Macarthur Blvd/Potter Farm).

Further info contact  
Hank Dubois 4767-6919



**FEBRUARY MEETING REVIEW**

El Presidente **Westrate** was busy this month providing the program at the meeting and guiding us through his domain down at Quantico. He gave a most interesting talk on the process of making all the wooden pieces for his '39 standard woody - all 164 odd parts. This is a huge undertaking for a guy who's previous experience was sawing 2 x 4's!! Dave joined the Vienna Wood Working Club for expertise and access to all the tools. He showed us parts of a video that he is filming of the construction - what a feat and he plans to have it finished this summer and guess what? Dave has a *second* '39 woody deluxe to work on next.

**S. L Ross** won the 50/50 and declined the proceeds - thanks S.L.. **Buzzy Potter** brought Jenny's home made goodies...yum, yum

**EX-PRES HAS EXOTIC DISEASE**

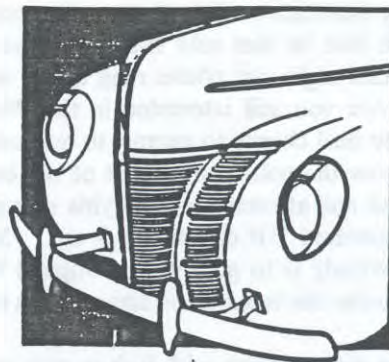
**Bill Simons** called in sick with a lame excuse that he was hospitalized four days with Malaria. He picked it up on his trip to Africa. Now, how can we believe this when he was inoculated with all the fancy stuff prior to leaving? Well, the CDC in Atlanta is interested, because this strain is resistant to the current shots!! Bill did recover.

**BOARD OF DIRECTORS**

Do you know that the Board meets the last Tuesday of every month to conduct business. plan tours and membership programs so that the general meetings are free for programs/refreshments/BS? This group works in the background to keep the club running smoothly and provide interesting events for you the member - PARTICIPATE!

**THINK ATLANTA**

The registration packets have arrived! The host hotel is filling up fast. Lots of events for everyone. The caravan is leaving Wednesday morning, early, to drive 2/3 of the way - rooms are being reserved for the stop down and back. Join the fun, tour with us - this is what



the V8's are all about. Call me or Bill Simons for more details.

**CHARLOTTE AUTO FAIR**

This is a biggie!! April 3,4,5 - You see cars and parts here that never get further north than this. The car corral circles the speedway! The infield and beyond is stuffed with vendors! Look for myself, Hank Amster and Bill Simons there. A report next month.

**REFRESHMENT LIST**

<u>March</u>	Dave Blum
<u>April</u>	Don Lombard
<u>May</u>	Bob Karr
<u>June</u>	Bill Simons
<u>July</u>	Tom Shaw
<u>August</u>	Dave Westrate
<u>September</u>	Cliff Green
<u>October</u>	Ken Burns
<u>November</u>	Mike Bellafaire

**SELLEY'S PANEL NEARING COMPLETION**

The seats for the '41 one ton panel are being restored by a shop in the valley as we go to press! A spare tire is being mounted on the side and the cover installed. Selley says that *Craven Tire* at 29 & 50 has 600x16's and has the equipment to balance them. He will be ready for Atlanta.





# CALENDAR OF EVENTS

## March

- 6-8 AACA Nat'l Winter Meet, Venice, FL
- 11 7:30 p.m. *NVRG Monthly Meeting*
- 22-23 Sugarloaf Mtn Reg Parts Meet, Frederick, MD
- 25 7:30 p.m. *NVRG Directors' Meeting*

## April

- 3-6 Charotte, NC Autofair '97 at Motor Speedway
- 8 7:30 p.m. *NVRG Monthly Meeting*
- 11-13 Hershey in the Spring
- 17-20 Spring Carlisle
- 27 Nat Cap Mustang Club Spring Concours and All Ford Show, Montgomery College, Rockville MD
- 29 7:30 p.m. *NVRG Directors' Meeting*

## May

- 2-3 AACA Museum Inc. 2nd annual meeting, Hershey, PA
- 8-10 AACA Southeastern Division Nat'l Spring Meet, Greenville, SC
- 10 Apple Blossom Meet, Shenandoah Region, AACA, Winchester, VA
- 13 7:30 p.m. *NVRG Monthly Meeting*
- 16-17 Old Dominion AACA Meet, Lacey Spring, VA
- 18-24 AACA Founders Tour, Tallahassee, FL 24 Gettysburg,, 22nd Annual Car Show & Flea Mkt, New Oxford, PA
- 27 7:30 p.m. *NVRG Directors' Meeting*

## June

- 1 Nat'l Cap Reg Mustang Club All Ford Show, Jerry's Ford, Annandale, VA
- 3-7 EFV8C Eastern Nat'l Meet, Atlanta, GA
- 6-8 Carlisle All Ford Nationals
- 7 Tri County Region Meet, Luray, VA
- 10 7:30 p.m. *NVRG Monthly Meeting*
- 15 Sully Plantation Meet, Chantilly, VA
- 19-21 AACA Eastern Div Nat'l Spring Meet, Sugarloaf RG, Gaithersburg, MD
- 20-22 Carlisle All Truck Nationals
- 23-27 EFV8CA Western National Meet, Rohnert Pk, CA
- 24 7:30 p.m. *NVRG Directors' Meeting*
- 28 Leesburg, VA Annual Lions Club Show

## July

- 8 7:30 p.m. *NVRG Monthly Meeting*
- 13 7th Ann Nat Cap Reg EFV8 Show, Longwood Rec Ctr, Brookville, MD

- 17-19 AACA Southeast Div Nat'l Meet, Louisville, KY
- 23-27 EFV8CA Central National Meet, Tulsa, OK
- 25-27 Summer Carlisle
- 29 7:30 p.m. *NVRG Directors' Meeting*

## August

- 1-3 34th Das Awkscht Festival Car Show, Flea Mkt, Mc Cungie, PA
- 9 Historic Fredericksburg, VA, Reg AACA Meet, Old Mill Park
- 12 7:30 p.m. *NVRG Monthly Meeting*
- 16 NCR AACA Tobacco Trail Car Show, Allen Park, Bowie, MD
- 24-29 AACA Vintage Tour in Central PA
- 26 7:30 p.m. *NVRG Directors' Meeting*

## September

- TBD EFV8CA European Tour
- 6-7 *Lebkicker Memorial Tour*
- \*6 Sugarloaf Mtn. Mt. Airy, MD
- 9 7:30 p.m. *NVRG Monthly Meeting*
- 11-14 Charotte, NC Autofair '97 at Motor Speedway
- 14 Ed Rohr Mem Car Show, Manassas, VA
- 20 3rd Ann Black & Decker Car Show
- 30 7:30 p.m. *NVRG Directors' Meeting*

## October

- 2-5 Fall Carlisle
- 8-11 AACA Eastern Div Nat'l Fall Meet, Hershey, PA
- 14 7:30 p.m. *NVRG Monthly Meeting*
- 18 Rockville, MD Car Show
- 28 7:30 p.m. *NVRG Directors' Meeting*

## November

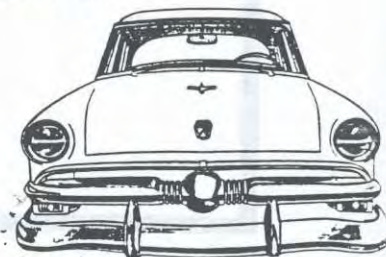
- 11 7:30 p.m. *NVRG Monthly Meeting*
- 25 7:30 p.m. *NVRG Directors' Meeting*

## December

- TBD *NVRG Holiday Party*
- 9 7:30 p.m. *NVRG Monthly Meeting*
- 30 7:30 p.m. *NVRG Directors' Meeting*

\* **Projected date based on 1996**

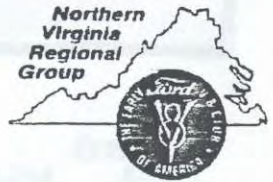
\*\*\*\*\*  
Please contact Don Lombard, (703) 690-7971 with corrections, omissions, etc.







# BOARD OF DIRECTORS NORTHERN VIRGINIA REGIONAL GROUP



President: **Dave Westrate**.....620-9597

Vice President: **David Blum** 281-1654  
 Secretary: **Tom Shaw** 771-9394  
 Treasurer: **Hank Amster** 425-7687  
 Membership: **Bryan Boardman** 643-2661  
 Tours: **Hank Dubois** 476-6919

Activities: **Bill Tindall** 323-6151  
 Property: **Bill Selley** 273-5334  
 Programs: **Jason Javaras** 768-5819  
 Refreshments: **Bob Clark** 323-5217  
 Newsletter: **Cliff Green** 426-2662

## MEETING NOTICE

NEW TIME - NEW PLACE

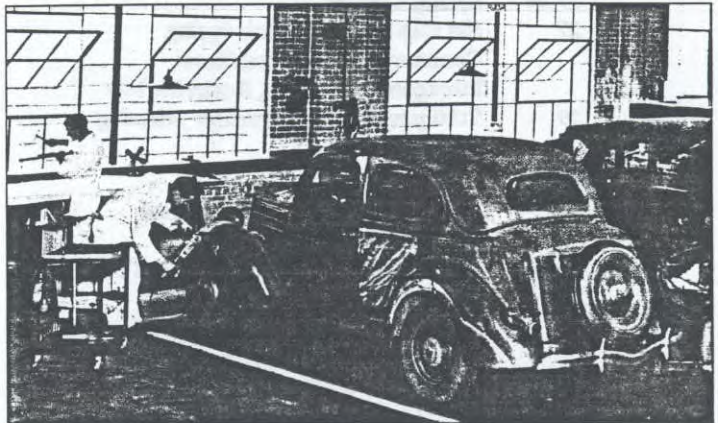
7:00

Tuesday March 11th

*Jerry's Ford Body Shop*

Backlick Rd & Industrial Dr.

Springfield



## FIRST CLASS MAIL

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