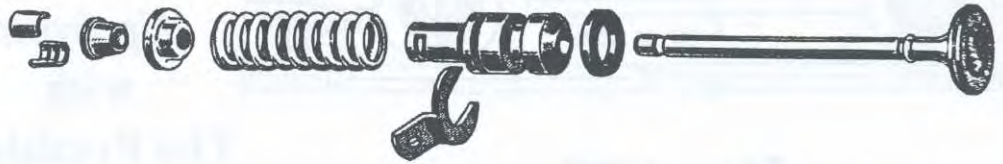




Northern
Virginia
Regional
Group



VALVE CLATTER



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

Volume XX, No. 5

MAY 1997

Cliff Green, Editor

HUSH, HUSH SWEET CHARLOTTE! BY BILL SIMONS

The Charlotte Motor Speedway was quiet during the long weekend of April 3-6 as compared to a race weekend. While there are usually stock cars racing around the steeply graded track and pit crews packed into the infield, on this weekend the track was covered with hundreds of cars for sale: antique, classic, and hot rods and parts vendors. Taking a page from Hershey, there was a separate vending area outside of the track call the Green Field.

Now, when the organizers of the swap meet say its starts on April 3, they mean it! Cliff Green and Hank Amster arrived in Charlotte on Wednesday noon April 2nd to get a running start. When they arrived expecting to see vendors setting up in their spaces, there was not one in sight! No one was allowed on the premises until 7am April 3rd, including vendors. So, Thursday was kind of a slow day with everyone in set-mode.

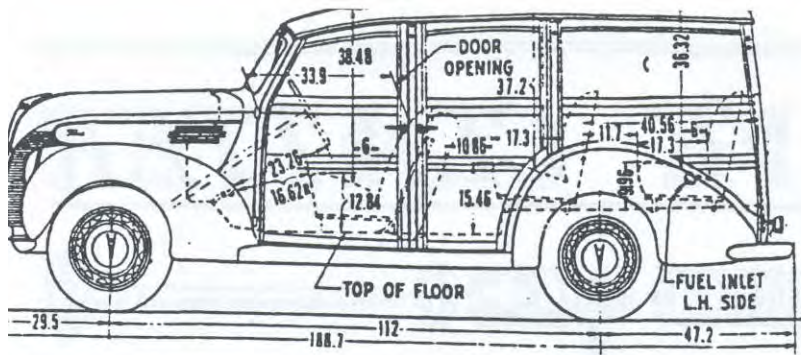
Liz and I met Cliff and Hank mid-morning Friday at the Bob Drake tent near the center of the infield. After a group picture with Bob himself, we set off to search for those early V8 parts that we all so desperately need. My list included rear window cranks for Dave Blum's '46 convertible and a transmission cover for Bill Vincent's '35. Hank found a nice

heater for his '41 and Cliff found a rebuilt carburetor for his Woody. We were able to find a 16" spare tire cover and plate for Bill Selley's panel.

My only purchase came after an embarrassing moment while looking through the parts offered by one particular vendor. I saw a box of miscellaneous parts in a wagon towards the front of his space and started to dig through them. I didn't notice the fellow standing behind me who politely said it was his box and those were parts that he had just purchased. After I recovered my composure, I apologized profusely and, more than a little embarrassed that I had rummaged through *his* parts, began to walk on when he asked, "See anything you need?" Always quick on the uptake (I did have my eye on a coil bracket for my sedan) I said, "I could put this to good use." We quickly agreed on a \$1.00 price and parted friends.

Cliff and Hank departed mid-afternoon to head back to Fairfax, while Liz and I headed to Columbia, South Carolina, and a good time was had by all.

Editors note: Charlotte has vendors that you don't see in events up this way. I would go again to arrive Friday noon and leave Saturday. I think the prices were lower: I bought a pair of good '40 engine pans for \$10.00 - if I had my truck I would have bought a gas pump. The car corral circled the track, sometimes three rows deep!



May 1997

Up front
with
The President



I appreciate the turn out we had for the April club tour to Green Enterprises in Hamilton, Virginia. We had a number of spouses in attendance, and I think we all found something of interest. Dwight is uniquely talented individual and a great resource to have available should he b needed for the "something special". I even survived Purceville without too much damage to the old check book.

Barbara and I spent three days at St. Michaels, Maryland a few weeks ago. We had a wonderful time and were especially impressed with the Maritime Museum. I had a fascinating visit with the museums" master wood worker who restores boats. He gave me some great tips on exterior wood finishes and do's and don'ts.

As we made our way through the building which featured the development of steam power plant for ships, there it was - a 1926 FORD MODEL T truck!! W wondered what a Ford truck was doing in a building full of shops? After some research, it was explained that the Ford trucks were used in the 1920's and 30's to carry fruit, canned goods and oysters to market. Oyster shells were commonly used for road beds. Eventually, the use of truck put the steam boats out of business on the Chesapeake Bay.

I thought this was an interesting piece of history on the interrelationship between the early Ford vehicles and maritime transportation. We all knew that the Ford would win, didn't we. For those who haven't been, St. Michaels is a treat.

The club thanks Tom Shaw who donated the video of the '35 -36' Fords that was viewed and raffled off at our last meeting raising \$60 for our treasury. S. L Ross was the recipient of the tape.

We caravan to the Winchester for the first big show of the year - leave the Holiday Inn parking lot at Fair Oaks at 7:30 (reason for the early start is to avoid the long lines at the field which would put our idling V8's to a cooling test!). The show has a large flea/parts market and a nice area to picnic. All the cars are parked on grass. SEE YOU THERE!

REMEMBER, IS WE ALL DO A LITTLE, TOGETHER WE CAN ACCOMPLISH A LOT!

DAVE

APRIL TOUR- "THE SECRET BEHIND THE GREEN DOOR"

BY HANK DUBOIS

It felt more like March than the wind swept parking lot at Fair Oaks on Saturday morning, April 19 as fifteen hearty NVRG'ers gathered for the Club's third scheduled tour of the season. Only one early V8, Bill and Louise Vincent's '51 Fourdoor, reported for duty while numerous reasons (excuses) ranging from unpredictable weather to weak battery were offered by other members for leaving their venerable V8's at home. Our destination was Hamilton, Va. Where Club President Dave Westrate had arranged for us to visit Green Enterprises, a small custom wood, plastic and metal working shop. Following Dave and Barbara's lead, club members enjoyed a pleasant drive to Hamilton via the scenic Dules Greenway.

Upon arriving at Green Enterprises, we were met by proprietor Dwight Green and treated to a most interesting and informative tour of his facility. Green Enterprises is located in a three story brick building built in 1873 as a combination school and Masonic Lodge. Mr. Green explained how he is restoring the building, including its original bell and tower, and how he plans to have the restoration completed next year in time for its 125th anniversary. The first floor of the building is devoted primarily to woodworking while the second floor houses Mr. Green's metal working and other specialized equipment. The third floor, which is completely restored and was once leased as a dance studio, is currently used to store a variety of antique furniture, mechanical devices, music boxes, et. That Mr. Green is working on.

Mr. Green is a former industrial arts teacher with the Fairfax County school system and is obviously a very talented craftsman. After giving us an overview of his shop's equipment and capabilities, he flipped through a rather large photo scrapbook and described an impressive array of projects that he has been involved in over the past several years. These projects included specialized display cases for the US Congress; patent models; prototype production tooling and layout and prototype products; architectural models; working scale model hydroelectric generator; and, most importantly for us,

the fabrication of metal and wooden parts for restoring antique automobiles. Mr. Green said he would be willing to take on just about any project that someone wanted to throw money at but admitted that he has a soft spot for anything old. His basis chop rate is \$40/hr but may be negotiated if the customer can do some of the work. Green Enterprises has employed as many as five people in the past but currently Mr. Green has only one employee and prefers to keep it that way.

Dave Westrate has been working with Mr. Green to fabricate new wood for his '39 Standard wood and brought along a recently completed rear door to show us and to explain the processes involved in making it. When he purchased a second unrestored '39 Deluxe woody last year, Dave obtained with it some special custom made wood cutting heads that the previous machinist - owner had made to fabricate wood for that car's restoration. Dave has used this custom tooling on Green Enterprises' Bridgeport milling machine to mill out the various profiles necessary to replicate his Standard wood's complex cabinetry. After Dave finished his demonstration, Mr. Green explained that while his shop's equipment can be used to duplicate any of Henry Ford's Iron Mountains woodwork, the process is considerably more tedious and labor intensive without old Henry's specialized production equipment.

After persuading Mr. Green to join us, we continued our tour to Purcellville for an Italian lunch at Mario's Pizza and Restaurant. After lunch we were able to browse in several nice antique shops located nearby before heading home. All in all, it was truly a memorable tour. Members who participated were: **Hank Amster, Dave and Norma Blum, Bryan Boardman, Ken Burns, Hank and Cindy Dubois, Don Lombard, Jerry and Jo Pendley, Buzzy and Ginny Potter, Bill and Louise Vincent, Dave and Barbara Westrate.** Special thanks to Dave for arranging this most enjoyable tour.



THE TALE OF THE TERRIBLE TUDOR BY MIKE BELLAFIRE

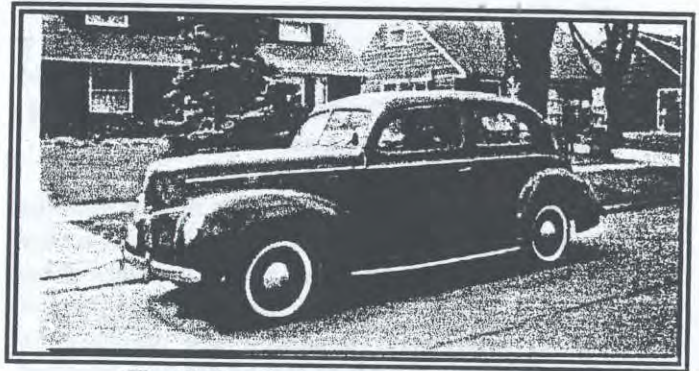
Sometimes the saga of this restoration project seems like a story from Edgar Allan Poe. I was minding my own business one day in March about three years ago, recuperating from a bout with phlebitis- three clots in the right leg- when my telephone rang. It was my brother Tom, calling from my hometown of Buffalo, New York. He had gone to get his '74 Corvette out of winter storage with my brother Pete, who was also getting out his '63 Chevy Super Sport. There they were, in one of the upper bays of the old Pierce Arrow plant getting their cars, when they spied a young man removing a car cover from what they knew to be a "turtle back sedan." Indeed, it turned out to be 1940 Ford Standard Tudor Sedan. Knowing my passion for 40 Fords, (and I was raised on GM) my brothers went over to have a look. Well, it was sorta stock, and sorta "restored" and it certainly was very much for sale.

After a few phone calls, an exchange of photographs and some more detailed "scouting" of the car by my brothers, I found myself on a plane a month later - "shuffling off to Buffalo" to see for myself. The owner, Jim Schnabel, was busy restoring a 1932 five window, besides finishing his studies as a pharmacy student at the University of Buffalo. He had bought the '40 from the owner of the Pierce Arrow storage building he said, thinking he'd get to it after he finished the "deuce." After three years, he had decided to go monogamous. Good decision.

The odometer read 47,439 and according to Jim, was stuck. The speedometer worked ok though, as I later found out. The engine had been rebuilt (?) and painted modern Ford blue. It had the wrong air cleaner, (a '42 or so) and the spark plug wires and radiator hoses were hot rod modern. There was a fan unit for the heater mounted on the firewall that I suspected was vintage 1949. The radiator was the right type but not split core. Whoever owned the car before Jim had painted the exterior a shade of maroon (*but not Mandarin maroon*) covering over the original Cloud Mist Gray paint. They had left the firewall alone, it was still the original color. The running boards were redone with the type of grooved rubber mat one usually finds on stairs to the basement. The headlight doors were Deluxe type and the grille was chromed and probably a repro. The rest of the body trim, wheels and hubcaps were original. Inside, the dashboard, steering column tube, shift column tube, steering wheel, windshield and window garnish

moldings were all repainted maroon. The seats were (and still are) a putty-grey color NAUGAHYDE and the floor was covered in a "vintage" gray indoor/outdoor carpet. The emergency brake handle, speedometer/guage plate and heater (we'll discuss this gem some other time) were repainted the same terrible putty gray and the head liner cloth was done in light gray (at least they were *consistent*).

Closer examination revealed other terrors. The "restorers" (I'm being facetious, "knuckleheads" would be more apt) had broken the upper cup end of the steering column tube and stripped out the thread for the hex nut when removing the steering wheel for repainting - I think they used a sledge hammer and chisel. A steering wheel puller would have been too easy. The electrical wiring was breath taking; (I mean frightening) a dangerous combination of taped worn out original and some good old fashion lamp cord improvisation. A final horror awaited me. Crawling underneath I discovered tar "Zbart" undercoating had been sprayed on part of the underside left front fender and the front frame rails. It was all over the inside trunk floor panel and on the gas tank. (Later I would discover it had been sprayed on the floor pans and floor boards inside the car). I could just see the hours it would take to remove the gunk. Checking under the fenders, I saw the original Cloud Mist Gray paint, though faded, on all the fenders and no sign of bondo or filler. The oil pan was still engine green or cloud mist atleast it wasn't blue.



The "before" picture of Mike's baby

Well, I cranked it over, and it started up - nice and loud. The right side exhaust manifold had a crack in it and the muffler had a small hole. It ran rough, but not too bad, considering that it had been stored for three years in the old Pierce Arrow Plant and had not been driven in all that time. Taking it out for a spin, I found the brakes were soft and the clutch stiff; it sputtered and stalled and so did I. Well, I figured, despite some of the mechanical and cosmetic problems, it was solid, no visible rust, with a good

TERRIBLE TUDOR (CONT)

power train. It would be a good project car - just the thing to empty out my bank account. After cataloging its shortcomings and some dicking we settled on a mutually acceptable price. Getting it home with a rented Ryder truck and tandem-axle trailer was fun, if you don't count the 2 hour delay to get through the Lehigh Tunnel in Pennsylvania and the state troopers' armed search for some escaped prison convicts, who might pick a covered 1940 sedan to hide in. Let me tell you, those shotguns are instant persuaders. All in all, it was a pleasant *fourteen* hour trip.

Anyhow, I have been working on it for the last three years, time and money permitting. I have since rewired it, replaced the hoses, air cleaner, distributor, voltage regulator and starter solenoid, circuit breaker and ignition resistor with NOS parts and some reproductions. I found a good used exhaust manifold and patched up the muffler. I recently found a split core radiator that needs some restoration work. Other flea-market and *Hemmings* finds, include the correct tire-jack set and tool kit, a NOS engine fan, standard headlight doors and car horns. Currently, I'm replacing the steering and shift column tubes, steering wheel, and ignition lock assembly. These along with the dashboard and emergency brake handle will be repainted the correct Briarwood brown. This will help out cosmetically as well as electrically, because when I bought the car, it had a '41 ignition switch and lock. Eventually, I'd like to replace the floor plans, muffler and exhaust pipes, woodgrain the window and windshield garnish moldings and reupholster the interior in standard mohair (I have a piece from the passenger side door panel that they stashed in the back seat behind the trunk panel). The shocks, brakes, and wheels all need work, along with the fuel and brake lines. And of course, I want to repaint it Cloud Mist Gray. Hmm, did I leave anything out??

I want to take the opportunity to thank Cliff Green, Bill Selley and Jerry Pendley for their help, advice and support. I'm sure that I will continue to draw upon their experience and that of others in club as I work to restore this "Terrible Tudor" back to its original stock condition. Like I said, its a good project car, just the thing to empty out my bank account. But oh what fun!



ANTIQUE CARS TAXED AS PERSONAL PROPERTY IS HISTORY

Old car clubs in Virginia banded together to defeat the use of personal property tax on antique cars as revenue. The bill passed was crafted in such a manner so that motor vehicles with either of the "limited use" tags (year of manufacture or antique tags) would be classified as "household goods and personal effects" and be considered collectibles, like stamps.

MAY MEETING FEATURES SPARK PLUGS

S. L. Ross will talk about spark plugs for Early V8 Fords and will bring his collection to describe the many various types manufactured and what is correct or best for you to use. Don't miss it. Refreshments will be provided by **Bob Karr**.

CARAVAN TO APPLE BLOSSOM MEET

NVRG will caravan to Winchester Saturday morning May 10th leaving the parking lot of the Holiday Inn at Fair Oaks at 7:30 in order to avoid the long lines at the registration table.

VALVE CLATTER FEATURED

The last three issues of the National *V8 TIMES* featured articles from our newsletter by **Cliff Green**, **Bill Tindall** and **Jim McDaniels**. The Editor Emailed the *TIMES* to insure that we were received credit.

LINCLON ZEPHYR MEET

The Linclon people have invited V8's to their Eastern regional meet May 29-31 at the Holiday Inn in Martinburg, WV. The concourse is Saturday. Contact Chad Cooms 703-754-9648 for info.

FOR SALE

1941 Ford running boards, repro \$25 '41 bumper \$10 Hank Amster 425-7687

Car trailer, open, 19' solid steel deck, tandem axle, hydraulic brakes. New hitch, lights, bearings. Good heavy duty car hauler. Asking \$1,900 540-786-5819

The **Editor** wants to thank all the contributors for this months publication - I have more articles then I can use. More of you will be asked to write - it makes it easier on me. I need good photo's too.

BUZZ POTTER'S GARAGE TOUR EXTRAVAGANZA

BY TOM SHAW

There is no better way to shake out the winter doldrums than to go kick a few tires at a fellow V8er's garage. We were to find out later, the scheduled garage tour was an antique car and parts extravaganza that went well beyond kicking a few tires!

On a seasonably warm Saturday morning, March 29th, seventeen members and spouses from NVRRG caravanned to "Buzz" potters family farm settled on in 1919, in Great Falls. Maryland.

I had heard that Buzz Potter's car collection was extensive. Therefor , I tried to get ahead of the note taking process so I got out my Model A Club roster where members list their cars. Antique cars listed by Buzz's name were: '40 Desoto, '16 Dodge Touring, '36 Convert Sedan, '30 A Fourdor, '31 Roadster, '35 Ford Phaeton, '28 Lincoln Touring, '37 Olds Coupe, and '29 Packard Phaeton. As we found out during the tour, this list doesn't come close to all the cars and motorcycles Buzz owns.

We were first given a leisurely tour through numerous barns and sheds on the farm. Cars and parts were jammed wall-to-wall in every nook and cranny. Buzz and his son Bill gave a running commentary regarding the many cars, motorcycles and their unique stories. In many instances the purchase price would be quoted to the penny. We were all amazed and in some case spell bound by the many historical explanations about each vehicle.

As an example, Buzz showed us a small car that looked like an early vintage golf cart, called a "Motorette". This 1947 vehicle is powered by a one cycle engine, 19.9 cubic inches, 4.9 horse power, supposed to go 50 mph and cost \$495.00. All this information Buzz glibly supplied off the top of his head. I wish my memory was as good as Buzz's!

One on the many special interest items was a saw mill powered by a flat head V8 engine. The engine radiator was hooked up by garden hose to a 50 gallon drum that feed fresh creek water into the cooling system from a near by stream. Buzz said this cooling system was very effective.

After the farm tour, we were all treated to soft drinks, coffee and sumptuous goodies guaranteed to increase waist lines. Nevertheless, everyone eagerly shared in Buzz's hospitality having worked up a healthy

appetite. The refreshments were enjoyed in a large 100 by 40 foot garage just recently built by Buzz and his son Bill. The garage was purchased from Holly Hills Country Club in Frederick, Md. For \$3,000. It was dismantled, then transported in small parts to its new home and recently put back together.

After everyone finished with refreshments, we then caravanned to Buzz's home in Potomac, Md. We were escorted through *eight* garages and barns stuffed with cars and parts. Buzz and his wife Virginia regaled us with stories and anecdotes regarding each vehicle. For example, Buzz's 1936 Convertible sedan was the car he used to court Virginia. He is proud to say that it runs as smoothly today as it did on their honeymoon, original paint, upholstery and all.

A 1931 Essex Boat tail was the first car he owned as a young man. He sold the car years ago and was able to repurchase the car just recently. Buzz said he did not realize that the Essex was his original car until he notice certain details of the car that were identical on his original car! He then discovered he had bought his original Boat Tail!

We were all overwhelmed by his wide assortment of antique motor cycles. There were many Harley Davisions, Indians and numerous other types stored in their down stairs rec room. Virginia proudly acknowledged that she rode on the back on many of the antique motorcycles. Virginia should be awarded the antique car owner's wife of the year.

Buzz pointed out one unusual WWI motor cycle, with the original olive green paint, which he recently purchased. Buzz said that he offered \$400 on the bike many years ago when it was advertised in the newspaper for \$500. He never heard from the owner. Many years later it was advertised for sale again by the previous owner's son. This time Buzz bought the bike, but for considerably more money!

Near the end of the car tour extravaganza, Bill Simons and me agreed, that Buzz Potter clearly wins - no question about it HE HAS THE MOST TOYS!!

Thanks Buzz and Virginia for providing all NVRG members with you hospitality and a wonderful garage tour./



NVRG at Hamilton, Va. - Tour to *Green Enterprises*, April 19th. Good to see all the ladies.

Buzz and Bill Potter greet members for tour of 100 x 40 newly constructed garage and storage building at Great Falls farm.



Buzz describes rare *Emblem* motor cycle in the rec room of his Potomac home to Kathryn Williams, Jerry Pendley, and Louise Vincent .

NVRG enjoys refreshments inside the new Potter garage.





THE ENGINE SAGA

PART 1 - THINKING ABOUT IT

BY DON LOMBARD



I was plodding along in my usual; methodical (read slow) mode to prepare for the Atlanta Meet.. Had just completed several hours of tap, tap, tapping out the wrinkles in the last piece of trim to restore on the '53 the way Andy Jaeger had shown us at the club meeting in Jan, 1994. It had taken me that long to : study all the options, plan for disaster recovery, build up courage to start, and finally work my way through the three remaining pieces I had identified as my objectives. Actually, it turns out that I was quite pleased with the results. I would seize the opportunity to renew the door and window handles at he same time.

What excellent planning, thought I. Cleaning out and detailing the engine compartment will wait for next year, or maybe year after.

I started the car to move it out of the garage for more free access to the doors when I hear it. "IT" was that throaty deep metallic thunk, thunk, thunk. Not being a particularly renown mechanical whiz, but also not exactly a novice with most things engine related, I diagnosed the symptom as that of a connecting rod bearing, remembering that rod noise is generally there all the time, whereas wrist pin slap varies depending on engine load.

I then did something totally out of character for me. I, in the best Scarlett O'Hara fashion, decided to think about this whole thing tomorrow and proceeded with the original objective of reinstalling the stainless trim and door handles, and eliminating some inner door rattles. Having completed that, "tomorrow" had come.

After ascertaining that this was not going to be one of those fictional "self-curing" problems (hey, we can dream can't we) nor that there was any potent elixir to be poured into the oil that would deliver me from this dilemma, I came to grips with the reality that this sucker was here for the duration. Using the stethoscope along all of the seam between the crankcase and engine block tells me that either #5 or #6 is screaming for relief. Well, that could I make sense since they are near the front main bearing which has a reputation of often getting pretty thirsty.

My neighbor, "Duke" Ellington is a retired heavy diesel mechanic and has provided several

consultations in the past. He now provides the confirming second opinion. Well, that about puts the lid on Atlanta, says I as I jump into some instant time estimating and scheduling calculations to come up with a "date to complete" well beyond the first week in June.

Now I'm headlong into exploring the options, ranging from a full turn key where the only tools need are the checkbook and the yellow pages, to the ultimate macho mechanic "I can do this all myself and have the patience, the wisdom, and the strength to knock it off with no sweat". I don't natural fit into either of the options, but yet I feel there are come "learning experiences" I'd just as soon do without this year , this perhaps being one of them. Anyway, I rationalize that most people like myself might repair a symptom, but could miss the underlying cause of a problem. I want to know the cause, therefore, I opt for the engine remanufacture. I interview évery reference given to me by V8 members practically every shop in the telephone book, and generally make a pest of myself learning everything I can before making the selection.

Having past that milestone Cliff Green volunteers that with a few well placed V8 friends, I can extract the engine myself, save a bunch of money, and avail myself to do one of the major benefits of the club, that of the mutual assistance that the members so willingly give to help others. All this in only, one, maybe two, or certainly no more than three hours time. Cliff volunteers Bill Selly (this happens a lot to Bill) and Jerry Pendley says he'll help. I ponder all this with skepticism. I know the V8 family can be counted on, but the time estimate varies too widely and wreaks of blind optimism for my comfort zone. I'm thinking: "Sure, if this were a salvage yard engine removal where the only tools I need are a cutting torch and wire snips I could do it in an hour." What ever is removed has to go back on at some time. And putting the engine back in is going to take long than getting it out.

Once again, I study the options, count the money, analyze the job, contemplate all that can go wrong, anticipate the backup plan, and finally decide to go for it.

End of Part 1.

CALENDAR OF EVENTS

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
- 13 7:30 p.m. *NVRG Monthly Meeting* - S.L. Ross talks all about spark plugs
- 16-17 Old Dominion AACA Meet, Lacey Spring, VA
- 17 Mid MD Ford Club Mustang & All Ford Show, 75/80 Dragway, Monrovia MD
- 18-24 AACA Founders Tour, Tallahassee, FL 24 Mustang Club of MD, Mustang & All Ford Show, Plaza Ford, Belair MD
- 24 Gettysburg,, 22nd Annual Car Show & Flea Mkt, New Oxford, PA
- 27 7:30 p.m. *NVRG Directors' Meeting*
- 29 -30 Lincoln Zephyr "Gathering of the Faithful" Eastern National Meet. Martinsburg, WV
- 31 Marshall Days, Marshall VA
- 31 Lincoln Zepher Club Meet, Martinsburg, WV

June

- 3-7 EFV8C Eastern Nat'l Meet, Atlanta, GA
- 6-8 Carlisle All Ford Nationals
- 7 Tri County Region AACA, Skyline Meet, Luray, VA
- 10 7:30 p.m. *NVRG Monthly Meeting*
- 14 Ches Bay Mustang Club, Mustang & All Ford Show, Bob Bell Ford, Glen Burnie, MD
- 15 Sully Plantation Meet, Chantilly, VA
- 17-20 "Flachbacks": Collectible Car Show, swap meet, Auction, 50's music fest, Blob's Park, Jessup, Md
- 19-21 AACA Eastern Div Nat'l Spring Meet, Sugarloaf RG, Gaithersburg, MD
- 20-23 Carlisle All Truck Nationals
- 23- 2 EFV8CA Western National Meet, Rohnert Pk, CA
- 24 7:30 p.m. *NVRG Directors' Meeting*
- 28 Oatlands Plantation, Leesburg, VA Annual Lions Club Antique Car Show

July

- 8 7:30 p.m. *NVRG Monthly Meeting*
- 12 Mid-MD Ford Club, All Ford Show, Frederick Motor Co. Frederick MD
- 13 7th Ann Nat Cap Reg EFV8 Show, Longwood Rec Center, 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,
- 12 7:30 p.m. *NVRG Monthly Meeting*
- 16 NCR AACA Tobacco Trail Car Show, Allen Park, Bowie, MD
- 23-24 Virginia Wine Festival, Great Meadows
- 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*
- 7 Sugarloaf Mtn. Mt. Airy, MD
- 7 NCR Mustang Club All Ford Show, Jerry's Ford, Annandale VA
- 9 7:30 p.m. *NVRG Monthly Meeting*
- 11-14 Charotte, NC Autofair '97 at Motor Speedway
- 14, Washington Times Out of the Past Review
- 14 Ed Rohr Mem Car Show, Bull Run AAC
- 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

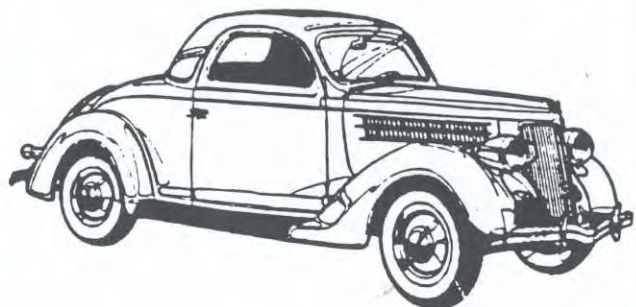
- 11 7:30 p.m. *NVRG Monthly Meeting*, Program; Hershey Slides
- 25 7:30 p.m. *NVRG Directors' Meeting*

December

- 6 *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

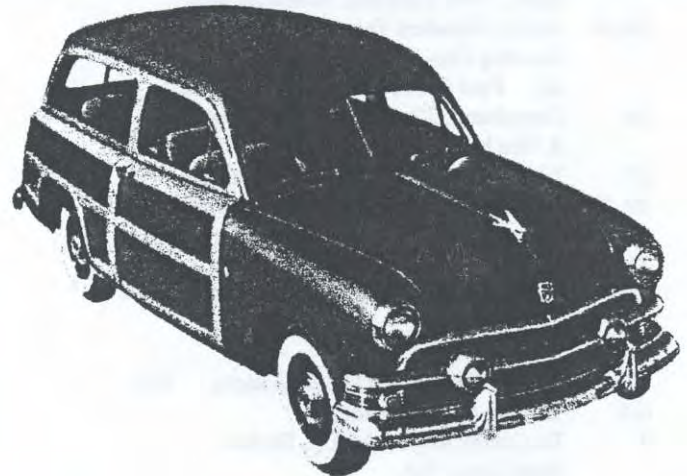


President: **Dave Westrate**....620-9597

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

Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in historic Hunter House, located adjacent to the tennis courts, Nottoway Park, Court House Road, Vienna, Virginia. Check the newsletter for occasional alternate sites. **SEE YOU THERE**



FIRST CLASS MAIL

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