

## THE ANNUAL DICK LEBKICKER AWARD

**PURPOSE:** The selection and subsequent presentation of this annual award to a fellow club member who most exemplifies the qualities exhibited and practiced by a friend and highly respected club member in whose memory this award is named.

**OBJECTIVE:** Be it known that club members of the Northern Virginia Regional Group of the Early Ford V-8 Club of America will, through the process of nominations/voting, select the person most deserving of the award. The award will be presented to a highly active club member based on the qualities, presence, demeanor, and contributions to the betterment of this regional group as were demonstrated by the attributes of **Mr. Dick Lebkicker**. This person will be someone who has repeatedly, if not characteristically, demonstrated one or more of the following characteristics:

- Love of the cars.
- Drive the cars.
- Support the club.
  - Assume office--take responsibility.
  - Attend meetings, encourage others.
  - Recruit new members.
  - Participate in tours and activities.
  - Help plan meetings, programs, and activities.
  - Offer ideas.
- Help fellow members:
  - Mechanical--fix cars and advise others.
  - Help others as needed, when needed, where needed.
  - Offer assistance to resolve car related problems and identify vendors of parts/service.
  - Set aside own projects and priorities for the betterment of the club and its members.

**PROCEDURE:** During the general meeting held in June of each year, the Lebkicker Award committee will be formed by at least two active members not currently sitting on the Board of Directors. The ballots/nominations will be solicited in the July newsletter. The general membership will each receive a ballot and a current club membership roster in the July newsletter. Each member may list up to three (3) candidates, meeting the above referenced attributes, on the ballot form. The ballot will be returned by mail to the Award committee within ten (10) days of receipt of the newsletter. Ballots not returned (postmarked) within ten (10) days shall be null and void. The awardee will be selected by a plurality of votes/names contributed by the general membership. The Award committee will tally the votes in late July. The Club secretary will validate the results and pass the information to the President for the announcement of the plurality vote winner of the award for the next year. The award winner will be announced prior to the Lebkicker tour. All vote ballots and the supporting tabulation will be held by the Secretary for review upon request by any active club member until October 31 of the current year.

Following the naming of the recipient of the award, the chairman of this Award Committee is authorized to collect the plaque from the current holder, have the engraved plate made and added to the plaque, and make the plaque available to the President for presentation to the new recipient. The award will be presented at the award dinner held during the annual Lebkicker overnight tour. The recipient will retain possession of the plaque until the selection of the next awardee.

THE ANNUAL DICK LEBELTCHER AWARD

PURPOSE: The selection and subsequent presentation of this award shall be a  
follow club member who most exemplifies the qualities exhibited and practiced by  
this and highly regarded club member in whose memory this award is named.

ELIGIBILITY: It is known that club members are eligible for this award if they  
of the club year 1994-1995. The award will be presented to a highly active club  
member, and contributions to the betterment of this regional group as well  
demonstrated by the activities of Mr. Dick Lebelotch. This person will be someone  
who has repeatedly, if not consistently, demonstrated the following  
following characteristics:

- Love of the club.
- Give the club.
- Support the club.
- Assume office--with responsibility.
- Attend meetings regularly.
- Recruit new members.
- Participate in tours and activities.
- Help plan meetings, programs, and activities.
- Offer ideas.
- Help fellow members.
- Mechanical--fix cars and other others.
- Help others as needed, when needed, when needed.
- Offer assistance to resolve our related problems and identify  
members of club/service.
- Set aside our projects and activities for the betterment of the  
club and its members.

PROCEDURE: During the general meeting held in June of each year, the Executive  
Award Committee will be formed by at least two active members and normally  
sitting on the Board of Directors. The Executive Committee will be notified in  
the July newsletter. The general membership will vote to receive a list of  
current club members to meet in the July newsletter. Each member will list up  
to three (3) candidates, meeting the above mentioned criteria, on the ballot.  
The ballot will be returned by mail to the Award Committee within ten (10)  
days of receipt of the newsletter. Ballots will be returned to the  
Executive Committee. The names will be entered in a ballot box  
the votes in late July. The Club Secretary will compile the results and give the  
information to the President for the announcement at the District Convention of  
the award for the next year. The award winner will be announced prior to the  
Executive Committee. All club members and the Executive Committee will be held by  
the Executive Committee upon request by any active club member until January 15  
of the current year.

Following the receipt of the results of the award, the Executive Committee will  
Award Committee is authorized to order the plaque from the Executive Committee. The  
the engraved plaque made and added to the program, and with the award certificate to  
the President for presentation to the award winner. The award will be presented  
at the award dinner held during the annual Executive Committee meeting. The  
recipient will retain possession of the award until the selection of the next  
year.



Northern  
Virginia  
Regional  
Group



# VALVE CLATTER



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

Volume XX, No. 8

August 1997

Cliff Green, Editor

### WESTERN NATIONAL MEET

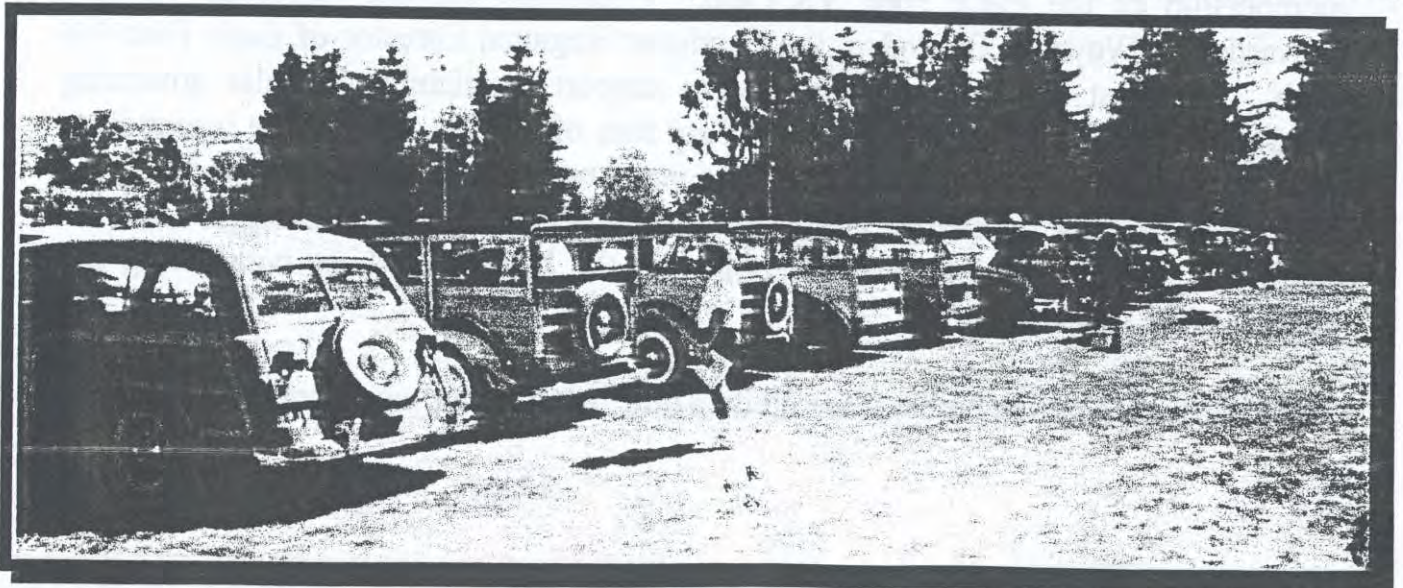
The Doubletree Hotel in Rohnert Park, Calif was the headquarters of the Western Meet. This resort featured all the facilities for a complete vacation including an 18 hole golf course. Located in the middle of Somona County, just south of Santa Rosa, placed the V8'ers half way between the Pacific Ocean and Napa Valley. Of course the weather was perfect for the old Fords - never a hint of rain and pper 80's with little humidity. Maybe this is why most of the cars are driven to the meet! Of the 400 cars present, I counted only twenty or so car trailers!

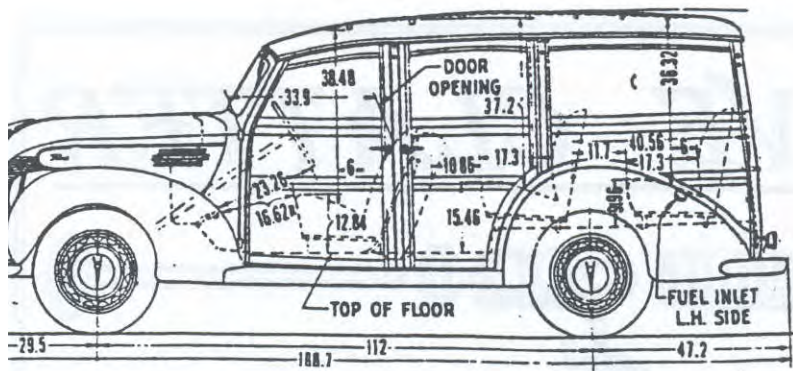
Sandra and I toured with ex-NVRG member Phil Howard, presently of Belleview, Wash., who drove down in a '34 Victoria with a 10 car caravan with two overnight stops. No one in his group had any problems!

We spent three nights at the hotel which was surrounded in old Fords. I could go out any time of the day and night to "kick tires". The meet passed out, or one could buy, many goodies with the "Vintage Ford Heaven in '97" logo: wine glasses, coasters, bags, hats, various type shirts, buttons, plaques, license plates and to me the neatest wine stopper shaped exactly like a champion H-10 spark plug!

Sandra and I did not arrive in time for the welcome party but did travel the next day in the '34 Victoria on a scenic route by Bodega Bay and through the red woods to the small village of Occidental. An Italian resturant served the V8'ers family style in two sittings. Hundreds of V8 Ford filled the town!

The concourse was held in a park a few miles from the hotel. A 1932 school bus ran back (cont. Page 7)





*Up front*  
with  
**The President**

**August 1997**

I hope you are all having an enjoyable summer and more rain than we have had. The tour to Brookville, Maryland was a lot of fun except for the 7:30 a.m. meeting time (which was Hank Dubois' idea). Just kidding! The ride was beautiful, especially the White's Ferry crossing of the Potomac. It was good to lend some support to our buddies of the National Capital Region of the Early Ford V8 Club, who sponsored the show.

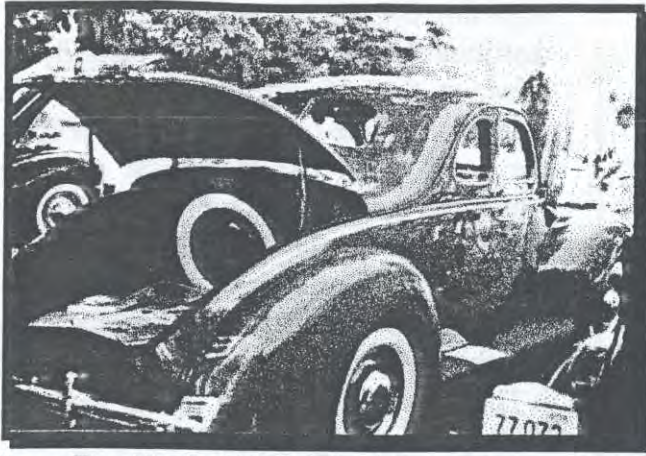
Please don't forget the August monthly membership meeting on the 12th at 7:30 at Nottoway Park. Bill Selley will show slides of both the Eastern and Western National meets! Hopefully, it will be a nice summer evening to be out with your friends.

It is only five weeks until the annual Lebkicker tour, and this is one to look forward to. We will be going to Fredericksburg, VA and the Northern Neck with our friends from the Shenandoah Region. There will be something for everyone to enjoy. Please work this into your plans if at all possible. See the details in the newsletter. There are reservation requirements for five of the events plus the Motel in Warsaw, Va.

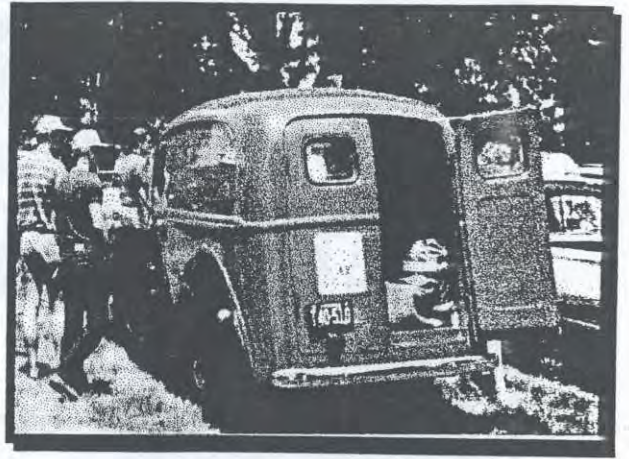
Thanks for all of your responses to the questionnaire on how to increase the membership of the Early Ford V8 Club. I received thirteen responses which I forwarded to Waymon Brownlee, the Southeast Regional Director of Early Ford V8 Club. The most common response was to support broadening the rules governing touring class and to open the club to all Ford cars of the 50s. Six of the respondents voted for both of the above options and two voted only for expanding for the 50s cars. Only one voted for no change at all. Most of you made some meaningful narrative comments as well, so I forwarded copies for the benefit of those considering the options at the national level.

Thanks again. And remember if we all do a little, together we can accomplish a lot!

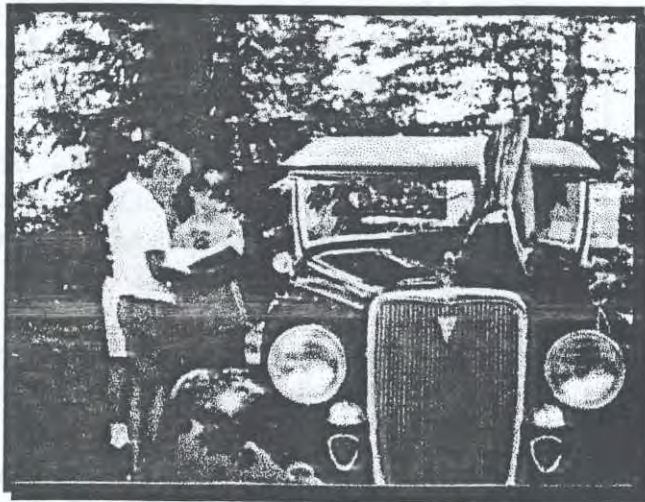
Dave



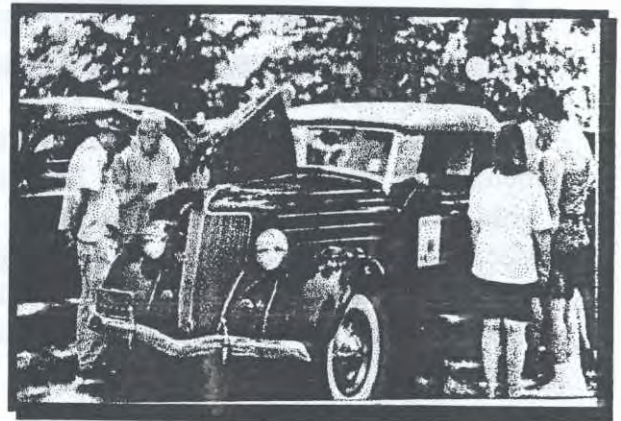
**Jerry Pendley's '40 standard coupe garnered a first place at sully. Owner was attired in '40's outfit, complete with suspenders.**



**Bill Selley at Sully with his fresh '41 3/4 ton sedan delivery - you could smell the the paint. He took a third.**



**Bill Simons show restorations photos to inquiring minds. '34 roadster is a Dearborn winner.**



**Cliff Green's '36 Phaeton undergoes the scrutiny of the judges. Note NVRG sign drivers door!**



**Picnic people, Jane & Steve Dawkins brought their '47 Mercury and Ken & Helen Burns drove their '41 woody #1. It was the most perfect weather for a car show.**

**PHOTOS BY MIKE  
BELLAFAIRE**



Everything you need to know about the motor that powers all our club cars is included in this soft cover book. Beginning with the development, history and specifications, through chapters covering all components in detail - this is a complete thesis. Lots of photos are included, many covering step by step procedures.

When the publisher Tex Smith assigned the author to write this book, his instructions were "Put together the best, and most accurate, material ever assembled on the Ford flathead V8. Research all the articles that have been written, correct all the mistakes possible, and include all the current high-tech stuff you can find". Traditional "old time" methods of rebuilding are discussed along with new approaches.

I did find some inconsistencies and some information that I question. I do not think this book should be "the bible" because errors do exist. For instance: under specifications "There are no timing marks. Spark can be advanced or retarded by

adjusting the vacuum brake set screw on the distributor housing". This is partially true, however the primary means is the timing plate on the side of the housing that changes the position of the distributor plate upon which the points are mounted. The Vacuum screw adjusts the leather piston which restricts the mechanical advance and with the higher octane fuel in use today you can set this 1/4 in from the base and forget it. There is no way to have the engine "knock" adjusting this screw!

On the chapter about valve train, they call for valve stem clearance on pre '49 engines at .0025 to .0045 on both valves: stay on the low side of the specs. Now, the *Ford Repair Manual, 'Ford, Mercury, & Truck V8 Engines 1937 to 1947'* publication 3666-47g, under fit and tolerances calls for clearance exhaust .0025 -.0045 with a fit wear limit of .006 in., intake .0015 -.0035 with .005 in fit wear limit! On a critical adjustment like this, how can you trust the rest of the books specifications?

There is a discussion of hardened valve seats. One chapter says that "If your car will only see's limited use, they're not necessary", further in the book "for todays unleaded gasoline the installation of hardened exhaust seats is highly recommended"

The book is full of tips, tricks and hints. A chapter on flat head cooling is important reading. There is a lot of information on how to hop up your engine. I especially enjoyed reading about an entrant in the *Great American Race* on how he set up his car for eight US crossings and never a DNF (did not finish).

You will this enjoy 202 page book, inconsistencies and all, a must for the V8er's library. \$22.95 from Cardeck, inc. 800-551-4754 or look for it a Hershey.



**THIRD ANNUAL  
DICK LEBKICKER MEMORIAL TOUR**

**NORTHERN NECK & FREDERICKSBURG, VA  
SEPTEMBER 6 & 7, 1997**

**Saturday, September 6**

8:30 Depart Holiday Inn, Fair Oaks.  
 \*9:30-10:15 Clubs join at "Western Sizzlin," Warrenton, VA.  
 12:30-2:00 Ingleside Winery, Oak Grove, VA. Bring your lunch to enjoy at the Ingleside picnic area.  
 \*1:15 Winery Tour and Tasting (\$2.00)  
 \*2:30-4:00 Stratford Hall, Stratford, VA - Birthplace of Robert E. Lee. Tour the magnificent mansion and grounds of generations of the Lee family. Group rates: Adult \$6.00/Child (6-18) \$2.50.  
 4:30 Lodging check-in. Best Western, Warsaw, VA (1-804-333-1700)  
 \*7:00 Make your reservations early; mention "Early Ford V-8 Club."  
 Most rooms \$56.40 +\$2.54 tax. Pool; continental breakfast included.  
 Dinner at Lowery's Seafood Restaurant, Tappahannock, VA. Award presentation.  
 Reserved room. Order from menu (\$8.50 up).

**Sunday, September 7**

9:00 Depart Best Western.  
 \*11:30-12:30 Fredericksburg, VA. Chartered, narrated trolley tour of Old Town and historic Fredericksburg (\$10).  
 12:30 Lunch on our own. Choice of many restaurants in historic district. Enjoy the afternoon--antique shops galore; visit historic sites viewed on trolley tour, etc.

**\* Reservations a *must* for these items.**

**Contact: Don Lombard (703-690-7971) by August 22, 1997.**

## NATIONAL CAPITAL V8 ALL CAR SHOW

By Jason Javaras

The weather was pleasant as seven V-8s from our club caravanned to the National Capital Region's annual show held on July 13. After the main group joined up with the last contingent at Gilbert's Corner, our group Limo (modern iron piloted by President Dave Westrate and his lovely First Lady). Cliff Green piloted his '36 phaeton, with Jerry Pendley as navigator; Hank and Cynthia DuBois the lead in their '35 coupe; Bill Simons drove his '34 roadster; Bill and Louise Vincent drove their '51 sedan; Hank Amster had his '41 convertible; Dee and I drove our '40 coupe; and Jim McDaniel was in charge of crowd control with his '51 sheriff's cruiser.

The group crossed the Potomac at White's Ferry and meandered through country lanes, ending up at the Longwood Recreation Center in Brookville Md. The trip up was uneventful until the line of cars got separated at one of the many intersections and Hank led six cars in a masterfully executed U-turn, with a lot of assist from Jim with his flashing lights and siren. The NCR Club is to be commended on the well-organized show which was obviously the result of a lot of hard work. Jim McDaniel scooped up one of the Peoples' Choice awards for his crowd pleasing '51 police cruiser. The temperatures soared by 2 PM when we reformed our caravan, minus two cars who had other commitments, and started the return trip, with one eye on the road and one on the temperature gauge. Much hotter and much more traffic on the way home, but as far as I know, our '40 was the only one that actually boiled over and required a rest stop before continuing home. All in all a great outing, with lots of smiles and thumbs-ups from the folks along our route. Like to see more members bring their V-8s on this type of tour. I am soliciting any and all advise on solving our over-heating problems with the '40.

### WIN SOME, LOSE SOME

E-mail from Jim McDaniels

After the 70-mile touring drive today to Brookeville, in which I amazingly took 3rd place in the 50-60 class (I do a lot better when it's "voted" and not "judged"), I got my Sheriff cruiser rear-ended coming home in heavy Wheaton, Maryland traffic. It was a chain-reaction quick-stop. The shit-bird in a 4x4 in front of me misjudged the clearance of a left-turning car and slammed on his brakes. I had to lock up all four of mine as well, and my rear bumper reached for the sky. I stopped in time, but the '92 Geo Prism trailing me was late to react and slid under me.

I wasn't damaged too badly, but the guy in the Prism (who told me he was just driving along "admiring my car") nailed my exhaust pipe from the rear with his bumper, jamming it forward about four inches and bending the manifold pipe from the front of my Cherry Bomb glasspack to the exhaust manifold. You can now see the red glass pack as it hangs low to the ground below the front seat. Need to get it on a lift tomorrow and ensure the exhaust manifold was not cracked.

Aside from the exhaust pipe, it only scratched one of my bumper guards as he rode under me, and that old chrome bumper held up remarkably well as I knocked out both his headlights and pushed back the front of his little Chevy an inch or so. No other damage to my lead-sled. That Wheaton cop sure looked surprised when he rolled up to the scene and saw my old '51 sitting in the middle of the road with all its red lights flashing. We both had to grin...I gave my lights a workout today. Anyone know a good place to get my bumper guard re-chromed? This guy's insurance should cover it, along with my muffler work.



### PART TWO

Good news to the end of the crash story. I took the '51 to one of those major muffler repair stations yesterday (perhaps I shouldn't identify just which one) to evaluate the underside of the car and to carefully check out the exhaust system, exhaust manifold for cracks, body parts alignment, etc.

There was no damage to the exhaust manifold, but it did tear out ALL the muffler hangars and pushed the tailpipe about four inches further toward the front of the car. It really took a whack! What actually "gave" was the manifold pipe between the exhaust manifold and the muffler, causing the front of the muffler to hang down about four inches.

Well, the old muffler boys broke out the torch and re-bent the pipe after heating it up to a cherry red, and they replaced all the muffler hangars. They also had to re-bend the shape of the tailpipe where it goes over the rear axle to assure clearance. Two of them



## PART TWO (Continued)

on the car for about 45 minutes (really only needed one of them, but they both wanted equal time). They really liked the car and we were joking around the whole time. Of course I had to turn on the lights and blow the siren and all, and they wanted to know all about the car, when and where I did what, where I got the parts, and all the details.

They also checked out the underside of the rest of the car for potential damage, and we found a few loose nuts and bolts underneath, not associated with the accident (which they tightened). Everything was straight, however. There were four guys on duty then and one of them broke out an old Polaroid camera. They all got their picture taken with the car. One with the car on the lift is now on their bulletin board.

My rear bumper still has a fair amount of Geo "rubber bumper stains" on it from where his bumper slid under mine when it smacked the end of my exhaust pipe, but it'll clean off with steel wool. The only real damage is a single scratch less than half-an-inch in length in the chrome on the left bumper guard. Not bad considering I climbed him high enough to knock out both his headlights and push back the front of his grillwork an inch or more. I'm amazed the old '51 bumper held up as well as it did, probably partly because it was a centered "hit" right at the bumper support brackets, and the impact was equally distributed across the bumper.

Work done. The response when we went into the office and I asked what the "damage" was, was a casual "No charge, we'd have been here anyway." What a pleasant surprise. I gave both the guys who worked on it enough of a tip for a case of beer apiece, which I think will be the beverage of choice, and left with everyone smiling and waving.

*Man I love these old Fords!!*

## V8 PICNIC AT NOTTAWAY

By Bill Simons

It was a perfect night for a picnic and that's exactly what 35 members of the NVRG were doing at Nottaway Park on the evening of July 8th. With everyone bringing their own liquid refreshment, the "burgers" and "dogs" were cooked to perfection by several master chefs: **Jerry Pendley, Dave Blum and Hank Dubois**. There was plenty of car talk with **Bill Vincent** relating his experience as a judge at the recent AACA meet in Gaithersburg and **Brian Boardman** sharing some interesting details on his

first automotive purchase, his pink 1948 Mercury 2 door.

After the main course several delicious desert disappeared in record time, especially a dish of lemon pudding squares and some wonderful "low cal" chocolate chip cookies.

As the sun set in the west and everyone headed back to the parking lot with full stomachs and empty coolers, **Hank and Cindy Dubois** were the only couple to drive off in style in their '35 3 window.

## WESTERN NATIONAL MEET (continued)

and forth shuttling the ladies from their luncheon. The field was all grass with plenty of shade available. Bill Selley was a deputy judge in commercial class and I judged the woodies (as pictured on the front page). The quality of the concourse cars were not quite up to the eastern Fords because they are mostly driven, but that's what it is all about. Come see Selly's slides at Tuesdays meeting.

Thursday was the grand driving tour through Napa Valley to a BBQ in Helena. As the cars drove to the front of the hotel they were given goodie bags with detailed directions. The tour was at one's leisure, stopping at neat towns to antique or visit the numerous wineries. Again, there were hundreds of early Fords on the two lane roads in the wine country. When you stopped to see something, you joined up with a different group on the road. These guys drive their cars!! We grouped up at a park for the BBQ cooked by the RG members.

Sandra and I had a wonderful time and appreciated all the planning and attention to detail that went into this meet. We are looking forward to San Diego in '99.  
*Editor*



Green and Selley judge the western Fords

### EXTRA EFFORT

The club should be aware that some of our members go to extra lengths to make sure that events work smoothly. Kudos to **Hank and Cindy Dubois** who scouted the route to the NCR show over Whites Ferry and the back roads, the day prior to the caravan!! Since Hank was the "Wagon Master" he wanted to make sure he knew the way. Kudos to **Don Lombard** who has already scouted out the Lebkicker tour with Carl Andersen from Shenandoah AACA. They checked on the route, the motel and the restaurant plus the attractions - a days work! Thanks guys from the members who appreciate the advance planning.

### VISIT TO OUR NEWEST MEMBER

While visiting my in-laws in Chesapeake I arranged to visit with **Harland Culpepper**, our newest member who signed up in Atlanta. Harland has been in the radiator business for 50 years and knows the auto repair business well. He has been collecting things that interest him for as long. Harland uses one of his old shops for the hobby garage - it is a place of envy, abound with memorabilia. He owns three '36 Fords, one trunk back sedan with 27,000 miles and a '41 Lincoln zephyr sedan. A Dearborn '40 standard coupe rounds out his collection of V8s. Harland is also big into Volvos with three restored beauties. Thank you for the tour, Harland.

### SELLEY SAYS

**Bill Selley** will say a lot when he shows the slides that he took at the Eastern and Western National meets at the August general membership meeting. Bill was a deputy judge of the commercial class, a big recognition for his truck knowledge and diplomacy. A deputy supervises a team of judges and reviews the scoring sheet with the owner and has the authority to make adjustments to the points deducted. Perhaps he will comment on this in his narration.



Welcome to **Joe Dorfler** who owns a '40 Ford Sedan Delivery. 9801 Viewcrest Dr, Fairfax Station, Va., 22039

### CONGRATULATIONS

The NVR Club sends congratulations to **Jeannette Moore and Barry Hall**, from Fredericksburg, who were married on July 11th. They were married aboard the "City of Fredericksburg," a paddle-wheeled cruise ship on the Rappahannock River. Several V-8ers were among the guests as vows were exchanged while sailing along the quiet river. Afterwards a sumptuous buffet was

served to the many guests onboard. The ship makes regularly scheduled cruises, from the city dock in Fredericksburg, daily up the Rappahannock, but for this special event the whole ship was chartered. The guests sense of humor was challenged when the ship encountered a power problem midway through the cruise, but everyone was a good sport and made the best of a comical situation. The live band proved very adept at singing accapella, with much joining in by the audience. About the time everyone's favorite song had been sung, a repair boat finally arrived and the ship was under way, allowing us to return to home port safely if a tad late. By the time the wedding ship arrived back at the city dock however, it was rocking to some enthusiastic entertainment by the band. A truly unique experience, and one that I'm sure none onboard will ever forget. A little sense of humor does wonders for the soul. Again, good luck to the newlyweds. (Jason Javaras)

### FOR SALE

35-39 60 HP transmission, Al Hobner 301-540-0640

'39 pickup, 90% complete to restore, \$1,200 757-255-0449

'51 4 door deluxe, rebuilt engine, runs great, looks great - \$2,650 757-482-0198

'53 Victoria, low mileage, extra clean \$6,500 757-465-1550

Open car trailer with hydraulic brakes and new inspection tows well. Asking \$1850. 540-768-5819G

### E-MAIL ADDRESS

Members who are on the web and wish to receive club news, please send me you address -dcgreen@erols.com. We all communicate about coming events and pose questions.

### VIRGINIA WINE FESTIVAL

The 22nd Virginia Wine Festival will be August 23 & 24 and the old cars are invited back to Great Meadow in The Plains. The price is \$5 a head vs. \$17 and a special place to park. Our members have been before. Lets pick a day and go as a group. Call the Editor 426-2662

### BUZZY'S BIRTHDAY

80 years young and still with his first and second and third and fourth, etc., original car. Congratulations!

### FREDERICKSBURG CARAVAN?

Anyone interest in a group grope down south to visit with **Vincent, Javaras and Moore**? I'm going and would like company. Editor 426-2662

### NVRG IN V8 TIMES

Good work **Tom Shaw** for keeping NVRG in the news!

# CALENDAR OF EVENTS

## August

- 1-3 34th Das Awkscht Festival Car Show,  
Flea Mkt, Mc Cungie, PA
- 9 Historic Fredericksburg, VA, Reg  
AACA Meet, Walker Grant Middle School  
Route 1 South, cross route 3, left at light  
at entrance to school, prior to Purvis  
Ford dealship.
- 12 7:30 p.m. *NVRG Monthly Meeting*  
Bill Selley narrates his slide show of the  
Eastern & Western Meets
- 16 NCR AACA Tobacco Trail Car Show,  
Allen Park, Bowie, MD
- 17 12th Annual Francis Scott Key car show atr  
Rose Hill Manor, Frederick, Md.
- 24 The Smolenyak Antique Auto Show  
-Smolenyak Estate, Great Falls
- 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* -  
Volt/ohm meters
- 13 4th Annual Antique Auto Show, Northern Neck  
Region AACA - Heritage Park Resort, Warsaw, VA
- 11-14 Charlotte, 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
- 21 Bell Grove Plantation - Strasburg Rotary car show  
Middletown, va
- 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* - Voltage regulators
- 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*  
Fairfax Country Club
- 9 7:30 p.m. *NVRG Monthly Meeting*
- 30 7:30 p.m. *NVRG Directors' Meeting*

### HISTORIC FREDERICKSBURG REGION MEET ENTRY

Make payment to: Historic Fredericksburg Region AACA by AUGUST 2 1997  
Return Entry Registration to: Fred Whetzel 116 Forrest Ave. Fredericksburg, Va. 22401  
Return Flea Market Registration to: Bill Vincent 31 Beech Dr. Stafford, Va. 22554-1210

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY/STATE \_\_\_\_\_ ZIP \_\_\_\_\_

CLASS \_\_\_\_\_ MAKE \_\_\_\_\_ YEAR \_\_\_\_\_

Flea Market Space @ \$15 each \_\_\_\_\_

Car Corral Space @ \$10 each \_\_\_\_\_

Pre-Registration @ \$7 each \_\_\_\_\_

Late Registration @ \$12 each after 8/02/97 \_\_\_\_\_

TOTAL \_\_\_\_\_

\*SIGNATURE \_\_\_\_\_

BODY STYLE \_\_\_\_\_  
DO YOU WANT YOUR VEHICLE  
JUDGED? YES \_\_\_ NO \_\_\_  
Will you judge? YES \_\_\_ NO \_\_\_

\* All registrants must sign this registration form. Signature waives any liability of the Historic Fredericksburg Region, AACA, the City of Fredericksburg and any associated organizations for any injury to you, your party, or damage to or loss of property while engaged in or traveling to or from this event. Flea market space not restricted to antique auto parts.

### HISTORIC FREDERICKSBURG REGION

#### MEET INFORMATION

Spectator parking fee of \$2.00 per car

- The meet will be held on August 9 th - RAIN OR SHINE
- Hours will be 8 AM to 3 PM
- The Fredericksburg Region reserves the right to refuse entry to any vehicles not preserved in the interest of the hobby.
- Vehicles must be driven on the field by 11 AM in order to be judged and REMAIN UNTIL 3 PM to be eligible to receive an award. CAR & OWNER MUST BE PRESENT TO RECEIVE AWARDS. AWARDS WILL BE GIVEN OUT AT 3 PM.
- All cars registered and on the field will receive a Meet Plaque.
- No refunds will be awarded.
- For Sale vehicles MUST!! be in a car corral space. NO FOR SALE SIGNS IN THE SHOW AREA
- There will be ample car trailer parking space.
- Food and beverages will be available on the field.
- A FULLY CHARGED AND UL APPROVED FIRE EXTINGUISHER IS MANDATORY AND MUST BE CLEARLY DISPLAYED IN ORDER TO BE JUDGED.
- Qualifying vehicles in classes will be eligible for 1st, 2nd and 3rd place awards. (Must be 70 point car)
- Street rods and modified vehicles will not be judged.
- Judge's decisions on the awards are final.
- Trunks must be opened, and hoods must be raised.
- Convertible tops must be up, and glass must be rolled up.



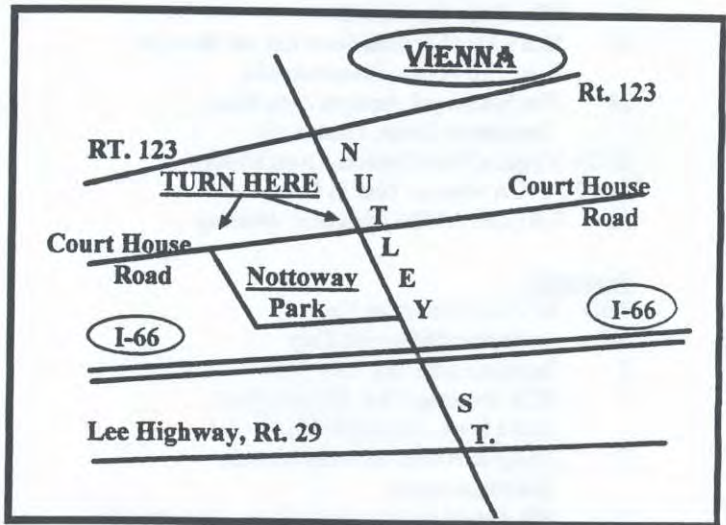
**BOARD OF DIRECTORS**  
**NORTHERN VIRGINIA REGIONAL GROUP**



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

|                                   |          |                                |          |
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| Tours: <b>Hank Dubois</b>         | 476-6919 | Newsletter: <b>Cliff Green</b> | 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**