



Northern
Virginia
Regional
Group



VALVE CLATTER



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

Volume XX, No. 10

October 1997

Cliff Green, Editor

INTERNET ABOUT MYSTERY FORD

Subject: Ford V8

Date: Wed, 27 Aug 1997 12:36:26 -0400

From: Dave McKinley <mckinldl@spoc.sp.dupont.com>

To: dcgreen@erols.com, bboardman@classic.msn.com

I have taken over an estate and have an old car to sell. It is in bad condition, sitting out in the weather and may not be worthwhile. It has the symbol which I now believe to be the Ford V-8 symbol similar to the one on the Ford V8 webpage. Can you suggest where I can look to come up with the model year?

Reply from Brian Boardman

Some information that will narrow down the year:

- >Are the headlights integral to the fenders, or mounted in a "pod"?
 - >- Are they sealed beams?
 - >Is the body rounded or more square (like a Model A)?
 - >Are the wheels wire spokes or steel, 15", 16", 17"?
 - >Does it have a floor mounted gear shift or column shift?
 - >Does it have a radio? If so where is it mounted?
 - >Look for the FORD etching on the glass, it'll be in one corner of each pane. What are the letters that are on each side of the word FORD? ie (A FORD DH) This will give us a traceable date that the glass was made. You may have to check several panes but usually one will be original.
 - >Open the hood and count the number of studs on one cylinder-head, plus copy any letters that are on the center of the cylinder head between the middle two sparkplugs.
 - > Can you tell what make and type spark plug it has?
- PURELY for INTEREST now that we're sleuthing, is it 2 doors or 4, sedan, coupe, wagon, convertible, pickup?
- >Brian Boardman:

To: Brian Boardman

Subject: RE: Ford V-8

have narrowed it down to the following:

It is a 1936 Ford 2 door Sedan.

- >1. Headlights are external--not made into the fenders.
- >2. Front Doors are hinged in the front.

- >3. Tire "was" mounted on the back of the car.
- >4. Front Grill looks like a "ship prow"--split.
- >5. Wheels are steel --not wire wheels.
- >6. Front dash has oil pressure and fuel gauge left of the speedometer.
- >7. Headlight pods are painted on back side with just the ring or bezel in chrome or stainless steel.
- >8. Horns are inside the hood.
- >9. Definitely a V8 engine, and has the "8 over V" symbol on the hubcaps and on the steering wheel center.

It is in bad shape--glass broken out, one wheel missing, no spare, rusted clean through the floor boards. However, the family tells me that the owner had a newly rebuilt flathead put in just prior to his death and it was not driven after that. But that rebuild was 10-15 years ago and it has sat out in the weather since.

To Dave McKinley

Subject: RE: Ford V-8

If it's as far gone as you say, I'm probably not interested because it'll be beyond my abilities to bring back. However, we're going to put out the word among the Northern Virginia Regional Group of The Early Ford V-8 Club of America and see what we can turn up.

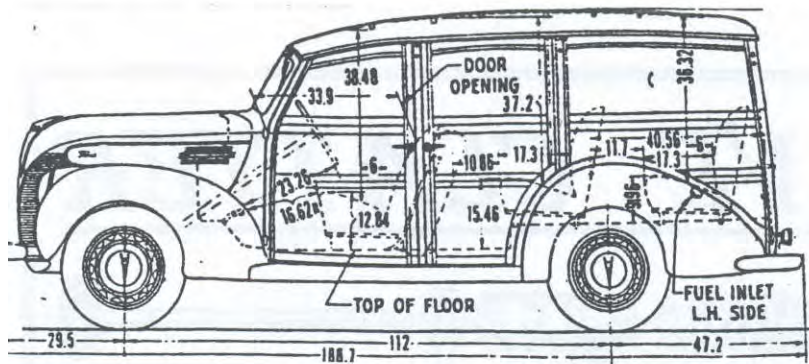
I would like the chance to see it though and perhaps snap a photo or two to circulate to the guys. I plan on being off from work on the 11th or 12th of September, perhaps we could meet for an hour or so, or I could drive out to where it is and look at it. I don't want anyone to think I'm snooping around though, so I'll leave that judgment call up to you.

There are a couple of '36 guys in the club and perhaps they could use it for parts. In the end though it won't go to waste, it can supply parts to many in need so don't scrap it yet. If worse comes to worse, you could advertise it in the V-8 TIMES the national magazine of the club and I GUARANTEE you someone will take it off your hands.

Thanks for the Info, I look forward to hearing from you.

Brian Boardman

(continued page 8)



Up front
with
The President



October 1997

The Dick Lebkicker Tour to the Northern Neck area and Fredericksburg, Virginia was the best! We joined our friends from the Shenandoah Region of the AACA which reminded all of us once again of the dear friend we shared in Dick. Myrtie continues to join us on these occasions, and we thank her. **Cliff Green** received the award this year and he is clearly deserving of this award in so many ways. We all must thank **Don Lombard** and **Jason Javaras** for their efforts to make this possible.

The membership would also like to thank **Don Lombard** for a fine presentation at our last meeting on electricity and the application of the volt/ohm meter to our hobby. Well done!

We have had another meeting with the Fairfax Business Coalition relative to the proposed car show next May 17th. This sounds better all the time, and I know that you will be interested in the details as we move forward. Our committee meets again in two weeks, and we will keep you posted on what we have agreed to.

Well, Hershey is next, and this is the big one! **Bill Vincent** told me that he has missed only one in a whole lot of years. I have only been to one, but that mud bath in 1995 will not soon be forgotten. Barbara won't forget it either! Cliff, Hank and Bill convinced me that camping is the only way to go, so my son-in-law, Eric, and I are going to try it. Hank says that the regulars have the spot on the "right side" of the tree, and Eric and I have the spot on the "left side" of the tree.

I have not slept in a tent since the Marine Corps in the 60s, so this should be interesting. A full report will follow.

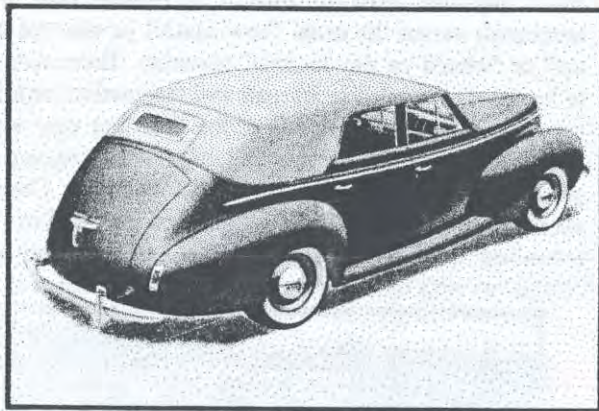
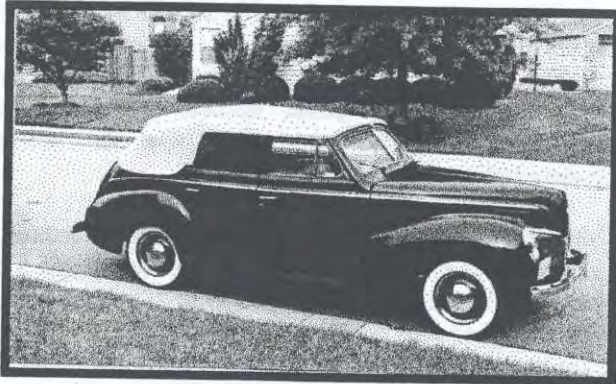
Remember, if we all do a little, together we can accomplish a lot!

Dave

MY DREAM CAR :1940 MERCURY CONVERTIBLE SEDAN

By Steve Dawkins

The first car my Dad bought after the war was a 1951 Mercury sedan. I learned to drive on that car and inherited it while a senior in college. I've loved Mercurys ever since. During the three years I worked at a Lincoln-Mercury store during the 1950's, I realized that Mercury was my car.



NEW MERCURY 8 CONVERTIBLE SEDAN, a one year only body type, seated six comfortably. Less than 1000 of this beautiful model were sold, leading to its demise. It offered choice of top colors, and had hand-buffed leather seats.

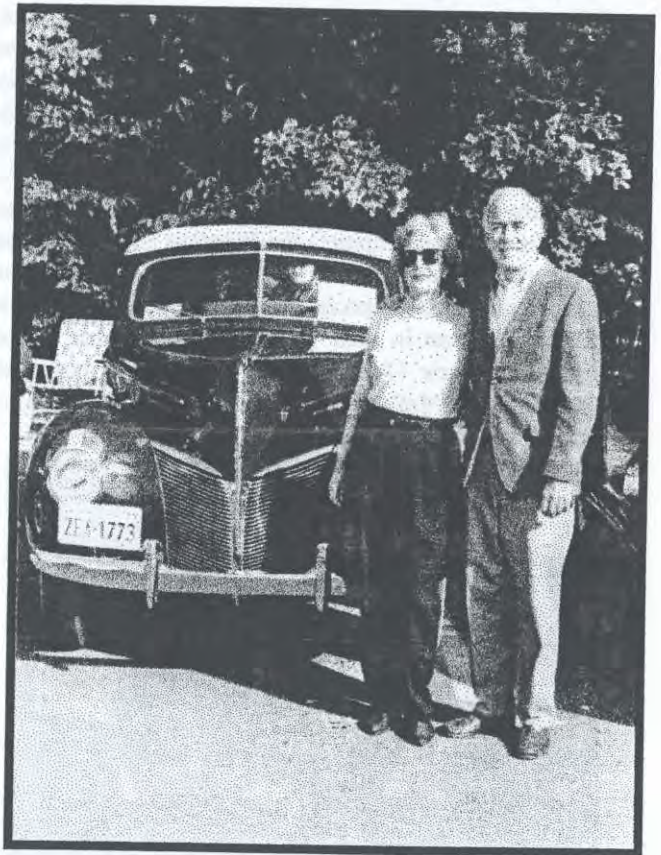
NOS, as well as much of the sheet metal antrim. I suppose it could be a show car, but I would have toredo too many of the little things. In addition, the top is probably not the correct color and the upholstery has pleats where it should be plain. I have sent a letter to the V8 Times 1939-41 Mercury adviser with questions on how the Ford and the Merc for 1940 differ

. On its maiden run, to the AACA Manassas show, it broke down with a bad condenser. Cliff Green rolled to the rescue in his 1940 woody. My new Carpenter condenser was a tad too large and did not fit. Cliff installed his spare condenser and coil and we motored off to the show.

The 1940 convertible sedan had a production run of only 1,083, and about 90of them were assembled overseas. Few of these four door convertible sedans are still on the road. At the AACA show, people were pleased to see this car and I believe it added some variety to the display of America's automotive heritage.

My dream car was always the rare 1940 four door convertible sedan. But except for an occasional picture, I had never set eyes on one. While in Key West last August, I spotted an ad in Cars&Parts for a '40 in Naples, Florida. After a visit there, I bought my current Mercury and shipped it to Alexandria in early September.

What I have is a restored, straight, rust-free driver with 985 miles on a rebuilt engine. The fenders all appear to be



Steve & Jane Dawkins & new friend

THE GREAT WINE EVENT AT GREAT MEADOW

By Hank Amster

It was a cheery bunch of travelers that met in Gainesville, on Sunday, August 24 for the tour down the road to the Virginia Wine Festival at Great Meadow, The Plains, Virginia. The 7/Eleven in Gainesville at 10 AM on that Sunday morning never looked so good, what with all those sparkling vintage automobiles gathered to begin the grueling fourteen mile trip down I-66.

First to pull in the parking lot behind the truckers stopped for their mandatory 7/Eleven gourmet breakfast was your correspondent and wife **Bea** in our 41 convert. Of course, we arranged the meeting place for our convenience since our new home is just two miles down the road. Next to arrive was **Norma** and **Dave Blum** in their beautiful 53 Lincoln convertible. Then **Dorothy** and **Charley Morrison** roared in (and I do mean roared), not with their 35 coupe, but with Charley's latest toy--a 1975 Oldsmobile 4-4-2 outfitted like it was ready to enter (and capture) the Winston 500. Needless to say, we all did a double take when that modern iron invaded our midst, especially the next arrivals: **Sandra** and **Cliff Green** in their 36 phaeton; **Jane** and **Steve Dawkins** in their 47 Merc sedan; and last but not least **Char** and **Jim McDaniel** with their 51 cruiser, lights a-flashing and siren a-whining.



Lt to Rt:: Blum's, Green's, Bea Amster, Morrison's, Hank Amster, Dawkin's & McDaniel's - Wine tasters all

After the usual greetings, guffaws, pit stops and coffee refills, we left beautiful downtown Gainesville for our big tour excursion. Needless to say, that stretch of I-66 from Gainesville to the exit at The Plains was breathtakingly beautiful, but too short to take in the beautiful mountain vistas and rolling hills on that gorgeous Sunday morning, especially for those of us who were so fortunate to be touring in an open car. We

probably should have continued on to Front Royal, hung a U, and returned to the exit for Great Meadow just to enjoy the scenery. Nevertheless, we arrived at Great Meadow without a hitch. (Remember last year on our return from the Lebkicker tour in Charlottesville to Great Meadow, when Bill Simons broke down a mile from the entrance with coil problems, and **Bill Tyndall** made it almost up the entry drive before a tire gave out?). After parking the cars, jawing a bit more, and removing the road grime accumulated from our exhausting drive, we began to explore the various winery tasting and craft booths.

Since the crowd at this affair was primarily attending a wine festival promotion at which the entry fee was \$15 per head, it was interesting to note the difference in the spectators and their comments as they ogled over the old cars versus the critical lookers we usually encounter at the car shows we normally attend. There was more of the "my dad used to own a 41 sedan like this" comments versus the usual "how much'l ya take for this car" or "what'd ya' pay for this" remarks. There seemed to be more of a genuine interest and fascination with the cars from the onlookers, albeit the fact that they were not accustomed to old car etiquette and fingerprints galore adorned the cars. Even the Fauquier County sheriff deputies and Virginia State troopers couldn't be restrained from poring over the McDaniel cruiser, and obliged us with their posing for a picture in front of it.

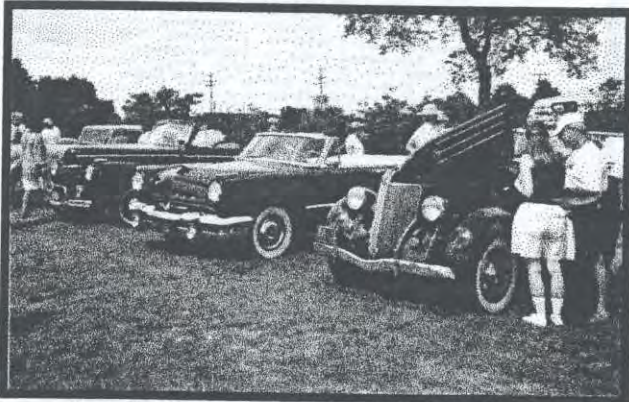


Who said eleven o'clock in the morning was too early to start guzzling wine? The complimentary wine glasses which accompanied our reduced admission price of \$5 didn't stay empty for too long for most of our crew. Although the tasting portions were equivalent to half a gulp, there was an abundance of different wineries with varied vintages available so that red noses could occur without the assistance of the sun which poured down on us. And for those so inclined, the many craft booths and

WINE EVENT (cont)

refreshment stands kept lots of the members busy until we started breaking for home around 2:30 PM.

This was our fourth year visiting the festival, and judging from some individuals' comments as well as our own thoughts, it was one of the most enjoyable. The perfect weather contributed greatly to making the event so pleasing this year. Of course the fine company of the NVRG combined with the old car touring was the biggest enhancement to a super day in the country.



Amster's '41, Blum's '53 Lincoln, Green's '36.

DICK LEBKICKER OVERNIGHT TOUR

By Dave Westrate

The Dick Lebkicker Tour was a great success, and a lot of fun! We left from the usual launch pad at Fair Oaks, and our first stop was in Warrenton where we met our friends from the Shenandoah Region of the AACA and Myrtie Lebkicker. With these reinforcements we fired up for the Northern Neck and picked up Bill and Louise Vincent en route. Bill and Louise are an inspiration for all of us.

Our second stop was at the Ingleside Plantation Vineyards in Oak Grove, Virginia where we all enjoyed our picnic lunches. Next, we tasted a wide variety of wine and toured the facility. It was very interesting. My impressions were that they had a quality product, that "french oak" barrels are important, and that the old cars started better after the tasting than before!

Our third stop was at the birth place of Robert E. Lee - the Stratford Hall Plantation. We had a wonderful afternoon at this beautifully restored and maintained historical site. The tour guides made this a special treat and those who were unable to be with us should see this sometime.



Lots to chose from at Ingleside Plantation

We then proceeded to Warsaw, Virginia, where we regrouped at the motel and then off to dinner at Lowery's Restaurant in Tappahannock. We all enjoyed the food and service. Myrtie most graciously presented the Dick Lebkicker Award plaques to this year's winners. I was very proud to accept this presentation on behalf of Cliff Green, our winner this year. We also took this occasion to present a plaque to Jim McDaniel which he received from the National Early Ford V8 Club for his fine work as editor of "Valve Clatter" last year. Back at the motel we gathered at the pool for fellowship, refreshment and car stories.

Sunday dawned another fine day, and we proceeded on the next trouble-free leg to Fredericksburg. There we enjoyed a great tour of this historic city. For most, lunch followed with shopping in this most important location in the history of our country. We all had a very nice weekend in the finest tradition of an antique car club tour. Thanks also to our friends from the Shenandoah Region who made this special.



Hank Dubols and Bill Simons do repairs on V8 with broken top

AN OLD-FASHIONED OLD CAR DEALER

by Hank Dubois

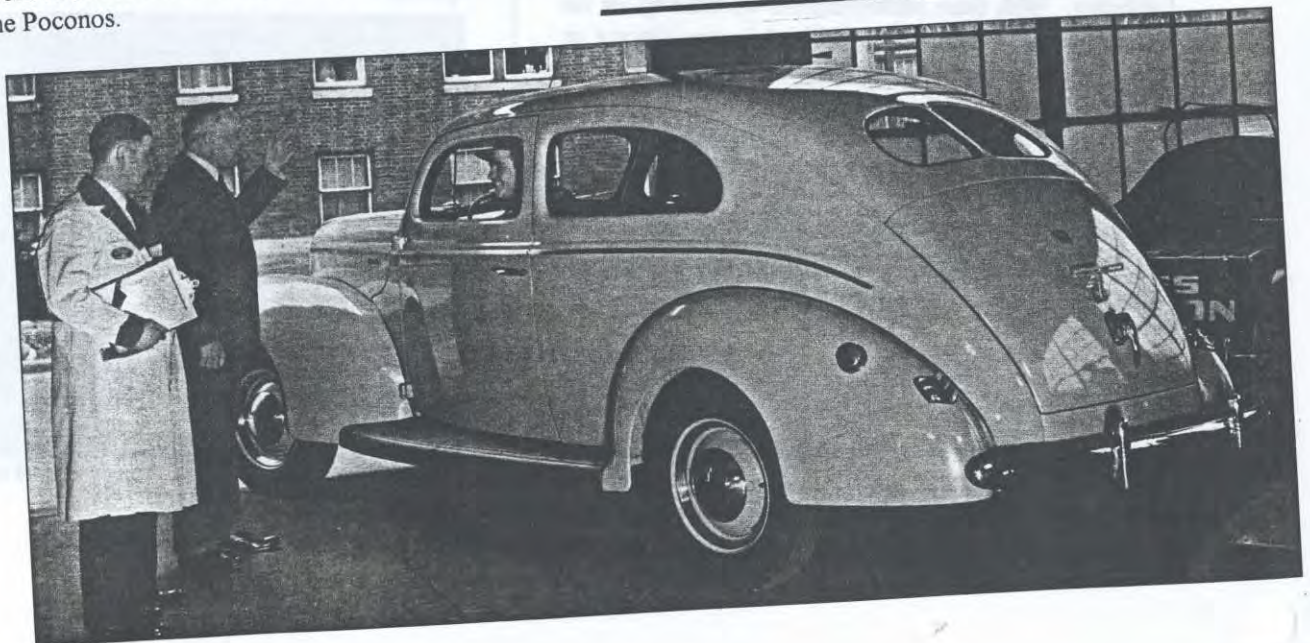
On a recent trip to Vermont, Cindy and I stayed overnight in Milford, Pa., a quaint Victorian village located at the junction of Routes 209 and 6 in the Pocono Mountains. While we were driving around the village looking for a restaurant for dinner, we spotted a neat looking old-fashioned Gulf Service station with a couple of Model A's and several other antique cars and trucks parked around it. Naturally, we decided to delay our dinner plans and investigate further while it was still daylight. Although the station was closed, we were able to look at the half dozen or so antique vehicles that were there for sale and to pick up a price sheet listing a number of additional vehicles including a '47 Ford convertible.

We returned the next morning after breakfast hoping to meet the owner, Dave Helms, but he was away on a car buying trip. However, we did get to meet him on our return trip from Vermont and we were able to look at the other antique vehicles which he had stored in a large building near his home. Helms specializes in model T's and A's but also deals in other cars as can be seen from his price list. He likes to find nice original vehicles that have not been modified, but also handles certain replicas like the Shay Model A. His price seemed fairly reasonable based on the condition of the vehicles we observed.

All in all, our visit to Helms Antique Autos was quite enjoyable and we plan to make it a regular stop on our trips to Vermont. You might also want to visit this old-fashioned old car dealer the next time you're in the Poconos.

HELMS ANTIQUE AUTOS
410 WEST HARFORD STREET
MILFORD, PENNSYLVANIA 18337
(717) 296-6317

1914 Model T Brass Station Wagon, fully restored, beautiful.....	9,500.00
1914 Model T Ford Speedster, white w/ lots of brass spot light, wire wheels.....	11,000.00
1915 Model T Roadster w/ electric start.....	8,250.00
1923 Model T Open Air Speedster, white.....	6,500.00
1925 Model T Roadster, good usable complete car.....	4,800.00
1926 Model T Special Built Roadster, red w/ tan top.....	3,990.00
1926 Model T Coupe, ruxstell 2 speed, wire wheels, maroon and black, extra nice.....	7,500.00
1927 Chevy Truck, 1 Ton single rear wheel, unrest.....	1,350.00
1928 Model A Tudor, 2 tone green, vw, trunk.....	7,900.00
1930 Chevy 4 dr, blk, new correct int, rebuilt 6 cyl. motor.....	8,900.00
1931 Model A Steel Top Wide Bed Pick-up, 2 tone green, blk fenders, apple wheels, firestone wide whites. You'll be proud of this truck.....	8,900.00
1931 Model A Tudor, 2 tone tan, orange wheels, dual side mts, trunk, motometer, sharp car.....	8,500.00
1931 Model A 4 dr, 2 tone tan, unrestored, runs.....	3,500.00
1936 Nash Lafayette, 4 dr, vw, skirts, green.....	6,000.00
1940 Packard 4 dr, 6 cyl, dark blue, vw.....	7,900.00
1940 Chevy Open Cab Fire Engine, buffalo pumper, equipped, 19,000 miles.....	5,500.00
1947 Ford Conv. Super Deluxa, black w/ tan top.....	15,000.00
1948 Cushman Golf Buggy, fully restored.....	3,000.00
1951 Nash Air Flite Conv, green, vw, tan power top.....	6,500.00
1953 Chevy 1/2 Ton Rack Back, brewster green, restored 10 yrs ago, excellent condition.....	7,500.00
1954 Ford 4 dr, black, vw, blue int, 6 cyl, stick.....	3,500.00
1964 Chevy Bel Air, 4 dr, 41,000 mi, Kentucky car.....	3,950.00
1977 Porsche Targa, white, professionally rebuilt & modified, flared fenders, interesting history.....	20,000.00
Gazelle "Mercedes Replica" 2 Passenger Roadster, fully detailed, you won't find one nicer.....	????????
MOTORCYCLES	
1996 Ural w/ side car, red.....	6,595.00
1997 Ural 650 CC w/ side car, blk, 4 sp, windshield.....	6,950.00
SOON	
1907 Franklin 4 cyl aircooled Roadster barrel hood, boat tail back, unrest. 50 yrs in a barn.....	????????
1930 Model A 4 dr Town Sedan, blk, older rest.....	7,900.00
1933 Ford Model B V/8 small telephones co truck.....	????????
WANTED: MODEL T SPEEDSTERS, SHAY PICK-UPS & ROADSTERS. WE DELIVER ANYWHERE IN THE NORTHEAST, INCLUDING LONG ISLAND. USING AN OPEN OR ENCLOSED TRAILER. DELIVERY CAN BE ARRANGED ANYWHERE IN THE WORLD! PLEASE INQUIRE. ASK FOR DAVE!	



REMOVING THE REAR END, A PRIMER

By Editor

The torque tube drive train (enclosed drive shaft says the literature) has been the bug-a-boo for us restorers. You must remove the rear end (or pull the engine), to replace the clutch the transmission of replace/repair differential parts. The open drive line came with the '49 when Henry II made it easier on the mechanics to do repairs.

If you have to replace the clutch there are two schools of thought - pull the engine or remove the rear end. According to the Ford/Mercury Suggested Time Table, page 7563-A, Aug. 15, 1941 - to change a clutch by removing V8 engine takes 4.4 hours; by moving car axle back - 3.5 hours.

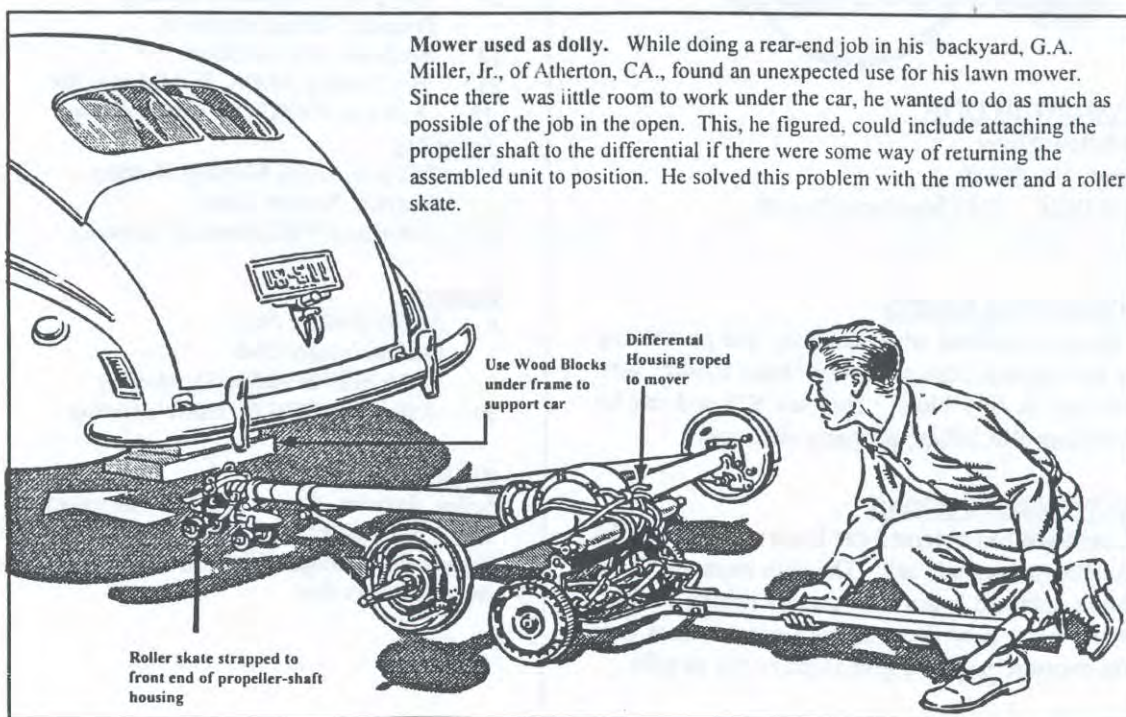
GOOD LUCK! I have replaced several clutches and removed several engines and in my opinion it is easier to pull the rear end. One would not require an engine hoist and most every restorer has a roll around jack .

If you are doing repairs to the axle like changing differential gears or installing a Columbia, then the spring has to be spread on 1940 and earlier cars to take it off the shackles bars. Otherwise the spring can be unbolted from the frame and removed as a unit with the rear.

Here are the steps to remove a torque tube equipped Ford alone, although it is far easier and fun to have someone help you!!!:

- 1) Undo the shock absorbers at the frame or links
- 2) Disconnect brake line at the frame and plug with a golf tee.
- 3) Disconnect emergency brake line at equalizer
- 4) Remove floor boards and remove bolts from universal joint housing. (Bottom two are a bear!)
- 5) Raise back of car as high as possible and support frame on jacks
- 6) Support axle with jack stands
- 7) Spread spring if working on rear end/axle, or remove nuts from spring clips on frame if repairing clutch/transmission/universal.
- 8) Now, with a long handle jack, you can lift up the rear by the differential case and take away the jack stands. If the shackle bars are disconnected, remove the spring. Slide out the torque tube from the universal while gently lowering the jack to remove the spring from the frame. The geometry of the frame behind the transmission and the spring frame make it tricky, but it will come out if the rear of the car is high enough!

Word of caution: The spring should not be spread out side of the frame, because the center stud that hold the spring together can shear! I know!! Spread the spring when attached to the car, only!



MYSTERY FORD (cont from pg 1)

Our regional Ford club meets this Tuesday and I'll bring it up to the guys .If its complete but simply rusted/rotted it may still be worth a couple of \$100 dollars to some guy who's looking for tail light lenses, door handles, grill pieces etc. And he'd probably haul it off for you rather than paying someone to fetch it.

Anyway let me bring it up and get back to you.

Thanks

Brian Boardman

From: Dave McKinley

To: Brian Boardman

Subject: RE: Ford V-8

I can take off to show you the car if you have serious interest. Other-wise this thing is scheduled for the junk yard.

ANYBODY INTERESTED?

APPRECIATION FOR AWARD

Thank you for voting me the Dick Lebkicker Award. I think that there are other members more deserving. It was unfortante that I had a prior commitment and could not attend the tour. I appreciate being associated with someone who did so much for our RG Editor



DON YOUNGBLOOD

9962 Mallow Street

Manassas, Va. 20110

703-392-0626 1947 Mercury Convert

NEW CLUB POLO SHIRTS

Dave Blum is credited with designing and purchasing quality short sleeve polo shirts by "Outer Banks" with the club logo in dark blue. They are \$25 and can be obtained from Bill Selley, property chairman.

ENTERTAINMENT BOOKS

Don Lombard has obtained the Entertainment Books for members to buy and sell. The club receives \$7 for each book sold and is our only money raising project. There are many new features with great values (see flyer on opposite page). I give them as out as gifts.

THIS MONTHS PROGRAM

Tuesday the 14th is our next meeting and the Subject will be Voltage Regulators, a follow on to the electrical presentation last month. Tom Shaw will provide the refreshments

ROCKVILLE, OCT 18TH

This show has been rained out the last two years and Dave Blum's Lincoln was the featured car! This show is non-judged and is held on grass. It is very popular with the heavy classics - you will see cars there you have never seen before! We will be meeting at the Silver Diner , 12251 Fair Lakes Parkway, Fairfax (near Fair Oaks Mall) at 8:00 for breakfast. The manager has reserved a place for us. Call Cliff Green 426-2662 for a count.

FOR SALE

NOS '32-'64 Ford and Mercury parts and accessories, tail light, water pumps, distributors, gauges, grills, door handles,etc. Jerry Hill 804-438-5450

1953 Lincoln 4 door sedan 45k miles, needs paint \$3,000 Dave Blum 281-1654

39-41 V8 Ford engine \$250, 42-48 V8 59AB \$150, '51 V8 8BA \$200, '53 8BA \$200

George Robertson 610-644-0679

CALENDAR OF EVENTS

October

- 2-5 Fall Carlisle
- 8-11 AACA Eastern Div Nat'l Fall Meet, Hershey
- 14 7:30 p.m. *NVR Monthly Meeting*
Program: Voltage regulators
- 18 Rockville, MD Car Show
- 25 Bay Country AACA, St. Michaels, Md
- 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*

BULL RUN AACA

Selley, Javaras, Green ,Myrick won awards at this meet. There were about 150 cars on asphalt at the N. Va. Community Collage. Vincent, Blum, Dawkins Amster drove their cars also.

Handwritten note: Nov Oct 97

FALL CARLISLE - ANOTHER BLOCKBUSTER

By Steve Dawkins

Fall Carlisle this year drew over 100,000 people to this collector car spectacular. By noon on Saturday, October 5, the crowds made it difficult to walk around the 82-acre fairground. With 1,800 vendors and brilliant fall weather, Americans turned out to see the show en masse.

Unlike Hershey, there were few classic cars for sale. One beauty, a 1934 Lincoln V-12 Dietrich custom coupe with rumble seat, priced at \$75,000 was the best of the lot. One of only 25 built, it was a 1982 AACA Senior 1st place winner. A prospective buyer, breathing heavily, was going over it with care.

A 1936 Pontiac convertible coupe at \$33,000 was a delightful car. An unusual red-orange color and pristine condition drew admiring glances. With gangster tires and a rumble seat, it was an unusually attractive car.

Heard at Carlisle:

"It's NOS, but he only had the right side."

"Charles, tell me again why we're here."

"Why, next year it will be worth \$20. more."

I picked up some literature for my 1940 Mercury and some tail light lenses and bezels and set my sights on Hershey, the big one.

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Chadwicks	Bushwallers	Alpine	Michelangelo
Griff's Landing	Le Bistro	Smokehouse Blue	Joe Theismann's
Pizzeria Uno	Joe Theismann's	Il Borgo	Pizzeria Uno
Mrs. K's Toll House	TJ's of Calverton	Melting Pot	Serbian Crown

SPECIAL FEATURES

- New for '98 AT&T 30 Minute Phone Card. A \$12.00 value!
- Bigger and Better Highlight section!
- Exciting Gold Awards directory includes pictures and menu samples.
- Master Geographical Index is back!

NATIONAL VALUES

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 • Save up to 50% at over 1,600 hotels worldwide.
 • National Values® - great discounts from top national merchants and retailers.
 • Please note, some coupons contain terms and conditions which preclude the coupon's resale, barter or bulk distribution.



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP



President: Dave Westrate....620-9597

Vice President: David Blum	281-1654	Activities: Bill Simons	536-3648
Secretary: Tom Shaw	771-9394	Property: Bill Selley	273-5334
Treasurer: Hank Amster	753-9575	Programs: Jason Javaras	768-5819
Membership: Bryan Boardman	643-2661	Refreshments: Bob Clark	323-5217
Tours: Hank Dubois	476-6919	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 alternates sites. **SEE YOU THERE**



FIRST CLASS MAIL

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