



Northern
Virginia
Regional
Group



VALVE CLATTER



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

Volume XXII, No. 6

June 1999

Cliff Green, Editor

NVRG CAR SHOW DEEMED SUCCESS

Tom Shaw

Mother Nature smiled down on us and provided the most beautiful weather we could hope for on our second Antique Car Show. I would judge the Antique Car show a success. The old car turnout was better than last year with 87 cars registered an \$6 apiece. Appearance of the restored emergency vehicles certainly helped our old car numbers. They also got a lot crowd attention. Although I don't have the exact number yet, I understand we collected approximately \$1200 from walk in customers.

As you can well imagine a lot of behind the scene work went into organizing the show. In addition, many people contributed their time and talent by volunteering to work on show day. I am

very appreciative of everybody's effort.

I would like to recognize those people who worked on the Antique Car Show committee and spent may Saturday mornings at the Bagel Shop in Fairfax City involved in organizational meetings. Each person volunteered to be responsible for major functions of the event.

Thanks to **Don Lombard** for helping me Co-Chair the committed and for his excellent job on the old car registration. **Dave Westrate** provided great support in getting the dash plaques engraved as well as the three trophies ordered and delivered on time. Dave some how convinced the owner of Camper's Trophy to donate the trophies, therefore that was one less expense for the Club. Dave also provided much needed advertising support.

(Continued page 4)

The below article appeared in the "Times community Newspaper - Thursday, May 2th

Antiques roll into Old Town

By CHRIS NEWMAN
Times Staff Writer

Mayor John Mason joined more than 400 people at the City of Fairfax Antique Car Show last Saturday in the Massey Building parking lot.

Mason's pick for best in the show was a 1922 yellow Model T Roadster. The best in the show was a 1953 Buick Skylark, and the most original entry was a 1938 Ford Sedan.

Visitors from 5 to 85 years old wandered through the 91 antique cars, many people coming from other Heritage Days events in Old Town or the city farmer's market.

Down Main Street people were taking tours of the historic downtown area, beginning at the Fairfax Museum and Visitors Center (the next set of tours are June 5).

But the car show, organized by the local Ford V8 Club, had the best showing.

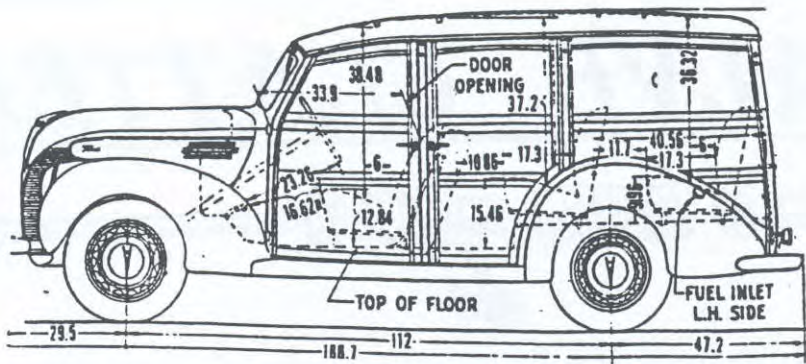
"It was a friendly get-together," said V8 club member Don Lombard. "People were listening to stories ... it was just an outing to see locals you might not have known were interested in antiques."

Lombard said the show was open to all types of models of cars—their club just organized the event.

There were antiques for everyone: hot rods with the fancy flames on the side, Cadillacs, Corvettes, a few rare 1958 Mercurys, Mustangs, Oldsmobiles and Model Ts.

A contingency of police cars and ambulances made an appearance, said Lombard, because their owners were in town for a convention. They were looking for an event.

Don Krigler's Last Chance Band provided music at the event, and the Catholic group Knights of Columbus sold food. Lombard said the show will be expanded in years to come.



UP FRONT With the President

Welcome to the warm weather and the car show season. We missed Winchester, but several club members made it and had a good time.

The Fairfax Car Show was a solid success, and a detailed report is featured elsewhere in this issue. I did want to especially thank **Tom Shaw**, as our leader for this event, for all his hard work again this year. He negotiated all of the details with the Fairfax City Downtown Business Coalition and was our liaison with the police agencies who supported the show.

Tom also arranged for the visit of the Emergency Vehicle Owners and Operators Association, who spent most of the day with us and added considerable interest to the show. **Don Lombard** managed the registration process again this year - which is a lot of work and involves a lot of mail, phone calls and email messages. Other club members participated in a variety of ways as well. Please take a minute to thank Tom, Don and the others for their efforts.

What a fun night we had at Jerry's Ford two weeks ago for the judging seminar! I found this particularly interesting, as I am clueless on the subject. **Bill Simons** and **Bill Selley** did a wonderful job, and we had a large turnout. Thanks to the Bills and **Dave Blum** and **Jerry's Ford** for their continued support of the club activities.

The National secretary has brought it to our attention that there are members of NVRG who do not belong to the EFV8CA. It is a requirement that everyone belong to the National in order to become a Regional Group member - this is for insurance purposes - plus the *V8 TIMES* is bigger and better than ever!

Next month is the Eastern National meet in Reading, PA, followed with a fun summer ahead. I can even sense a faint whiff of chocolate in the air from time to time!

Enjoy, and remember....if we each do a little, together we can accomplish a lot!!

Dave



Visions of the past

Visitors to Heritage Days events had plenty to choose from in Old Town Fairfax this past weekend.

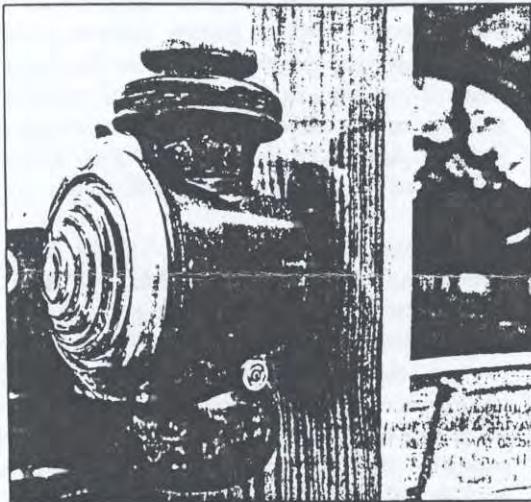
People listened in on the "Harriet Tubman: The Chosen One" lecture at Old Town Hall on Friday, and "Are You Ready for the Game of Ninepin" was presented at the Fairfax Museum on Sunday.

At the Old Town Hall Sunday, "Early Virginia History" was presented by John Carter.

But the antique car show brought out the most people--over 400.



SEE YOU AT THE DRIVE-IN: Ernie Matthias' 1966 pink Cadillac is the quintessential drive-in car.



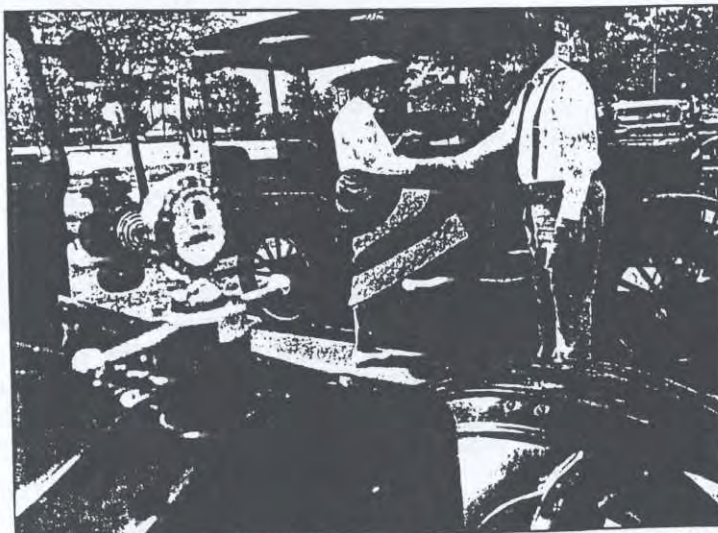
THE SPEEDING LAMP: Kerosene lamps were used as a power source for the 1919 Model T's headlights.

Photos by Tin Nguyen

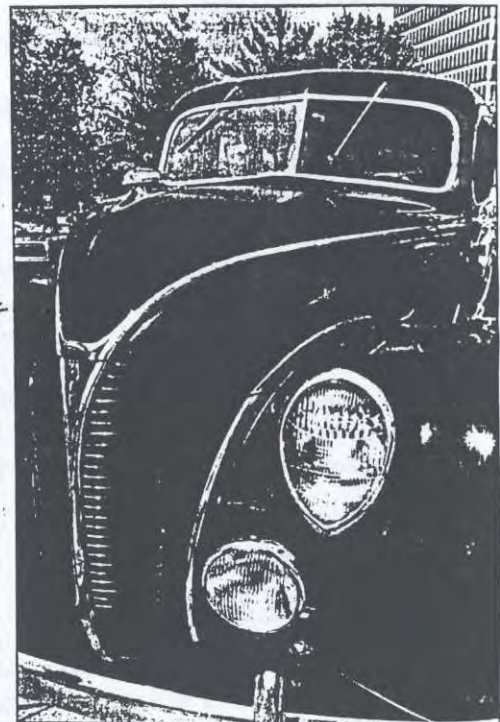
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It was a friendly get-together. People were listening to stories... it was just an outing to see locals you might not have known were interested in antiques.

Don Lombard
Ford V-8 Club



HAVE YOU DRIVEN A 'T' LATELY?: Dick Javins, right, helps his wife, Marge, into their Ford Model T 1919 Depot Hack.



MUSCLE CAR: This 1953 Buick Skylark was one of the more than 50 antique cars at Judicial Square in Fairfax City as part of the city's Heritage Week.

NVRG CAR SHOW (continued)

A lot of the old car turn out can be attributed to **Hank Dubois'** efforts in contacting 26 different antique car and hot rod clubs in the area. Thanks very much Hank for your help. **Dave Blum** and **Hank Amster** as well as many other members managed the rush of antique cars quite well during the early hours of the show. All the car owners seemed to be pleased with their parking spot in the sun.

This entire event could not have occurred had it not been for the work of Rick Dixon, J.T. and Barbara McHale from the City of Fairfax Downtown Coalition. The city of Fairfax also contributed significant money toward printing, postage and dash plaque cost. Many other cost were picked up by the City Coalition. We are deeply indebted for their assistance.

This second Annual Antique Car show turned out to be a real fun day for everyone. Thanks for all you help.

LIST OF "LASTS" FOR 1936

- ◆ Butterfly hood
- ◆ Rod type mechanical brakes
- ◆ Fabric insert on roof top
- ◆ Externally mounted spare wheel
- ◆ Dip-in-the-middle bumpers
- ◆ External horn grills
- ◆ {pd mounted headlights
- ◆ One-piece windshield
- ◆ Floor mounted emergency brake handle
- ◆ Partial trunk lid
- ◆ "On-Off" ignition switch with On position pushed downward
- ◆ Water pumps installed on cylinderheads
- ◆ Battery under floor
- ◆ One engine offered
- ◆ Top-mounted windshield wipers on open cars
- ◆ Gas filler through the tail light stand
- ◆ Three window coupe
- ◆ Floor mounted started switch
- ◆ Cast babbit main bearings in engine block
- ◆ Mirror clock
- ◆ Thumb-nut retained ignition cables at the spark plugs



Thanks to the Big Valley V8 "RUMBLE"

POLICE CAR PROGRESS

Following is excerpts from an Email that NVRG members online received from Jim Mcdaniel

Things have not gone as well as planned and have not been well "scheduled," and much of what I've done has been after work during the week and into the evenings.

I got the engine out by myself one weekend. I worked off-and-on with cleaning, painting, etc., mostly in the evenings and on weekends.

My son and I dropped the engine in the car earlier this week (Tuesday I think), and we didn't finish till about 11:00 p.m. one evening. Actually we put it in one evening earlier but couldn't get the engine and transmission joined. As we were expecting thunderstorms the next day (and the car's in the drive for the engine-swap) we had to take the engine back out and return it on the hoist to the garage.

As an aside, remember the hailstorm we had several weeks ago? Well the car was in the driveway on jacks with a cover over the car, and I didn't notice till just a few days ago that the hail **RUINED** my external sun visor. No dents to the car, but dents all over the visor—even through the cover. Bummer!!

Although I've changed engines before in my garage (a Triumph Spitfire engine a long time ago), this is the first flathead engine I've ever removed and replaced. Too big to do it "in" the garage. Lot's of growing pains experienced and lessons learned for the future. While those of you who do this a lot would probably chuckle at some of my adventures--or more accurately you'd probably just shake you heads--I've expended a lot of energy that has been only marginally productive.

Here's where I am now... I've got all the auxillary stuff (fuel pump, thermostats, oil filter, fuel and oil lines, etc.) on the engine with the exception of the carb and possibly two heater hose fittings into the block. Need to get those somewhere--maybe early Saturday morningm at a hardware store. Everything's tightened down and torqued to the specs in my green Ford shop manual. Painting agrees with the V8Ford restoration book for 49-51 (bronze bell housing, starter, etc.).

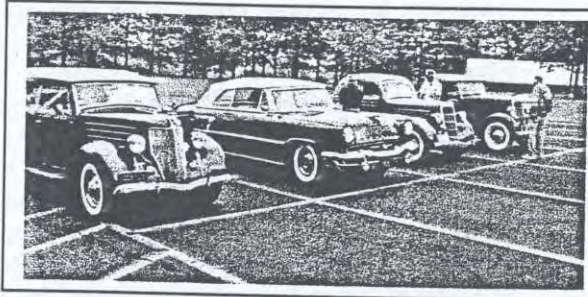
Engine's in the car and joined up with the transmission. That took two days and four "uncouplings" to get it finally together (again, some of you would just shake your heads).

One blunder I hope to fix tonight is that I didn't carve out the rubber from the new engine mounts properly (didn't notice they partially covered the holes) and after getting the engine and transmission finally mated and engine in place, I couldn't get the bolts through the holes in the mount to secure the engine. I'll be DAMNED if I'm taking that engine out again, so I'll try again to carve it out with the engine hovering a few inches above it. (Stop shaking your heads, guys...)



WINCHESTER

Editor



The morning was gloomy, the day of Winchester. The weather channel showed a line of showers between Fairfax and the Valley. Since I had not driven to any car shows this year and almost missed the opportunity to attend this one, I was anxious, but dubious, about venturing out in my phaeton. I called Hank Amster (out in the country) and asked him what it looked like out his window – “Great and I’m going, see you at Gilbert’s Corner”. That was all the encouragement that I needed and since I had all the side curtains up except the driver’s side – go for it. Upon arrival at Fair Oaks only Dave Blum and his ‘53 Lincoln were there with Bill Selley (sans red panel) in conversation. Soon Bill Simons arrived in his roadster with no side curtains up (I was impressed) – then Hank Dubois in his ‘35 coupe. Things were looking up except the weather was still gloomy. Off we went with Selley riding shotgun with me. All went well until where Rt. 50 choked down to two lanes and then the skys opened up! I got soaked putting up my last side curtain while the others pressed on. After waiting for the worst of it to subside we took off to find the others. Bill worked the chamois around the windshield as the dual windshield wipers (accessory item) did a fair job.

Upon arrival at Gilbert’s Corner no one was in sight! We found out later that Amster and Tom Shaw were at the rendezvous point but saw the black clouds coming and headed back home.

The rain abated and the phaeton was whizzing down the road in overdrive to catch up with the rest of the caravan. We expected to see them by Middleberg, then aldie – Bill said we would catch them going up the mountain. Well, we arrived at Winchester in clearing weather and driving onto the show field (not muddy!) none of the troops were there!

We immediately went to the flea market, which was in full swing. While there 30 minutes we ran into the missing. They had pulled off under a gas station roof for shelter and we had whizzed right past them. It’s hard to see out the those side Plexiglas side curtains!

Note: The May board of directors meeting authorized the purchase of a pair of walkie-talkies for use in caravans. The first and last car will be equipped. The property manger will keep possession.



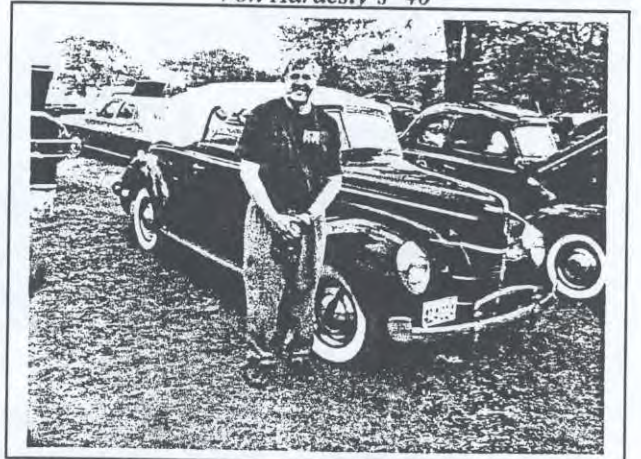
Dee Javaras & '40 standard



Tom Lumpkin & original '38

Hank Dubois, Bill Simons, Dave Blum, Bob Wild (vendedor), Tom Shaw, Butch Myrick, Bill & Louise Vincent, Von Hardesty, Jason and Dee Javaras, Tom Lumpkin, Bill Fox, Mike Cumberland, Hank Amster*, Gene Welch.
(*attempted)

Von Hardesty's '40



MAY MEETING - JUDGING REVIEW

John Girman

At the last meeting of the NVRG, members were treated to a judging review conducted by **Bill Simons** using his '34 Roadster as an example. Bill started by providing the 24 members attending with copies of the Early Ford V8 Club of America Judging Instructions and the Judging Form used when his car won a National Dearborn. He then proceeded by going through the form and relating the judges' comments to the condition of the car. A car starts out with 1000 points and, after point deductions, must still have 950 points to receive a Dearborn Award.



The first items checked constitute the Operational Check, including the fire extinguisher, lights, horn, emergency brake and windshield wiper. Bill's '34 came through this check unscathed. However, the following examples from the Judging Form illustrate just how demanding a Dearborn Award is. One point was lost because the cross bar on the grill behind the chromed vertical uprights was not painted. (This and many other point deductions have

already been corrected by Bill.) The car lost another two points out of a possible 15 points because, while the judge noted that the running boards were nice reproductions, they lacked the authentic rubber "nubs" on the bottom sides. (Bill never did tell us how he plans to install nubs for the next judging but we're sure he's thinking about it.) Another point was lost because the glove box door was scratched. Upon examination, this turned out to be only a wax smear but the point was lost nonetheless. More serious was the loss of nine points for the fit and finish of the doors. While the doors looked good, Bill was philosophical about this deduction, saying that those doors had come a long way from their starting condition. However, Bill was anything but accepting of the eight point deduction the car received for having the incorrect upholstery pattern. The members got a lesson in successfully arguing a case with a judge. It seems that Ford changed the upholstery pattern about the time Bill's car was built. The upholstery pattern was for a car built in May, while the car was built in June -- thus, the eight point deduction. Bill invoked the name of a prominent and well advertised reproduction upholstery manufacturer, LeBaron Bonney, arguing that if they couldn't make the proper distinction on upholstery, how could the average restorer. The judges agreed and restored the points. This was crucial because, had the deductions stood, the car would not have been awarded the Dearborn.

As these examples illustrate, the review was really informative because of Bill's knowledgeable commentary. It was also very animated because of the questions and comments by other members, many of whom have served as judges. We were fortunate to have the use of a well lighted and spacious space for the review, compliments of **Dave Blum** and *Jerry's Ford*. We also enjoyed having brownies, homemade by **Sarah Shaw**, to munch on during the review, adding to a great technical presentation



The Ford Wire Wheel

From: *The Ford Fan*

A lot of club members can take wire wheels or leave them, but most connoisseurs regard them as the prettiest thing about a car.

Henry Ford didn't invent the wire wheel, but he certainly had a hand in perfecting it. His major supplier was the Company's plant in Hamilton, Ohio, which produced the first welded steel spoke wheel as an accessory in 1926 (\$35 for a set of five). By arc-welding the spokes, rim and hub into a solid unit, there were no joints to rust. Each spoke bore its own share of the load around the entire circumference, unlike conventional wires whose spokes around the top of the wheel carried the bulk of the car's weight.

Five 1928 Model A wire wheels actually weighed 36 pounds less than four 1926 Model T wooden wheels plus the spare rim. That these wheels were exceptionally strong in relation to their weight was proven in a number of dramatic displays. At the Century of Progress Fair in Chicago in 1934, Ford suspended three new Ford cars from the rim of a centrally supported welded steel spoke wheel as proof of its strength. At the Fair, Ford also demonstrated the manner in which these wheels were welded. Tests proved that a Ford wire wheel could support a load of 12 tons (24,000 lbs.), or nearly 50 tons for the four wheels on a car. No wheel had as large a factor of safety for its size.

The rim was made from a strip of steel that was formed into a circle and the ends flash-welded together. The hub shell was blanked and formed in seven steps on a punch press. Spokes were cut off direct from a coil of steel wire and "upsetted" to twice their normal diameter to provide a welded surface much larger than the size of the spoke. The rim was put in a special welder and ten short spokes of the same angle were welded in position one at a time. The ten short spokes of the opposite angle were then welded similarly by another machine.

Next the hub was welded to the spokes in two separate operations, after which the long spokes were welded to both rim and hub. All Ford wheels were Bonderized to prevent the spread of rust, even when the enamel was chipped by flying stones. Finally, every wheel was finished in special hard lustrous enamel.

The steel-welded wheels helped Ford win many stock car races in the early thirties.

The first Ford wire wheel had been 21 inches in diameter, but in 1930 Ford reduced the wheel to 19 inches in order to go to larger, softer tires. The Model 18 wheel went down to 18 inches, and the following year Ford's wire wheel was only 17 inches. 1935 saw

the wheel reduced yet another inch, but that was the end of the line. In 1936 Ford introduced an entirely different kind of wheel.

It was not until 27 years later that another Ford car was offered with wire wheels. That was the Special Edition Thunderbird Sports Roadster of 1962, which had Kelsey Hayes 14-inch chrome wires with adjustable spokes. The wheels proved far more popular than the cars which only sold 1882 in '62 and '63 before being phased out. Most of these beautiful wheels have been installed on other cars, such as the '55-57 T-Bird. Perhaps you've seen several Early Ford V-8s with them at car shows, because the five-bolt pattern was the familiar one introduced by Henry Ford in 1927.

Put a set of those on your Early V-8 Roadster or Phaeton and you might just as well encase the car in a block of clear lucite. You'd never dare take it out of the garage without a police escort. ■



Where Fords Go By

Let me move from the bustling highway,
A lonely byroad will do,
Through a land of swamp and quicksand,
Where only the Fords get through.
In a cottage there in the maples,
Contented I'll be evermore;
For I feel the world's growing better—
Where the Fords go by the door.

While other cars passing my cottage
Are ditched, or something goes wrong,
They seldom grow weary of waiting
For Fords to tow them along.
It seems that there's always one coming,
Like the one rattling past them before,
And that's why I never get lonesome—
Where the Fords go by the door.

The faint little purr of the motor,
And tuneful honk, honk, as she goes,
Seem to lure my respect and it follows,
Like the cloud of gray dust that it throws.
And that's why I never get weary,
Away from the great city's road,
For I feel the world's growing better
Where the Fords go by the door.

Author Fred Keller Dix

Printed in the *STARTERATOR CHVA Newsletter*
and *Crater Views RG #142*

Virginia is for Antique Automobiles

from the desk of Earl Beauchamp, Jr.
Reprinted from the April, 1999 Northern Neck 'n Antique Autos News

Senator Malfourd "Bo" Trumbo of Roanoke introduced Senate Bill 1193 into the Virginia Assembly on January 13th, which called for a small increase in the cost of antique and vintage plates to \$10 for a lifetime tag. In return, original language in the Bill granted hobbyists the ability to travel within 50 miles of home for recreational, non-club purposes. This, in addition to the necessary unlimited mileage for tours, parades, shows and other club functions, as previously authorized. Another benefit is that the DMV will, in conjunction with hobbyist input, develop a new, prettier antique tag for those without a vintage tag.

Paul Stosch's brother, Sen. Walter Stosch, who's on the Transportation Committee with Sen. Trumbo, suggested that 50 miles was inadequate and it should be 250 miles. Sen. Trumbo agreed and when the Bill got to the House, he suggested this to that special friend of the antique auto hobby, Del. Richard Cranwell. Del. Cranwell introduced an amendment granting 250 miles, which passed unanimously.

The Bill was voted out on the General Assembly with only one nay, and on March 22, 1999 the Governor signed it into law, effective July 1, 1999. Our Del. Taylor Murphy kept his promise to me and voted for the Bill.

Special recognition should be given to the Roanoke Valley Region, and especially Tom Cox of that Region, for spearheading this effort. Seeking approval for recreational non-club function use was my idea, based on the "occasional use for recreational purposes" I had known in Maryland law. I started with 100 miles, but at the meeting in Richmond saw it shot down to 50 miles. However, Sen. Stosch came through for us one more time.

What did we lose? If you want to inspect and drive your old car every day, you'll have to use regular tags as Vintage tags can no longer be used. That wasn't much to give up.

FOR SALE/WANTED

1946 Ford Convert - restored. Would like to keep in club. Special price to member. Dave Blum 281-1654, 256-5000w

1952 Truck. Older restoration w/ rebuilt engine installed \$8500, not installed \$7500, no engine \$6500
65-67 Mustang parts - new and used. 25 years of collecting (engines, convert parts, AC units, sheet metal, etc.

42-48 ford rt front fender, sand blasted and primer - \$50 rear. Wood for wagon free - header for top \$50 Lars Okeson 540-297-8451

Wanted - Swap 34 mechanical brake system for hydraulics. Free: several 15" wheels for Merc. 39-48 Mike Mote 222-0412

'40 Ford parts to numerous to mention- mechanical and trim. Long time collection selling out. Larry Colbert (friend of Tom Lumpkin) 602-894-2639



Jim Roebuck
13026 Smoketown Road
Woodbridge, Va 22192-3367
703-491-3942
mjroebvuck@erols.com
1948 Mercury four door
Patrick & Diane O'Neil
5037 Head Ct.
Fairfax, Va 22032
503-8623
1937 Ford 1/2T pickup



EASTERN NATIONAL MEET

When this issue is delivered, your club will be well represented at the Eastern Nation Meet in Reading, Pa.

As of press time the following cars will DRIVE up: Simons '34, Fox's '34, Dubois' '35, Green's '36, Lumpkin's '38, Hardesty's '40, Greens '40 (Westrate driving), Selley's '41, Vincent's '51, McDaniel's '51 (possible), Blum's '53 - trailered: Morrison's '35, Myrick's '46, Moore-hall's '50. Appearing: Gall, Amster, Dawkins.

Full report in next VC

JUNE MEMBERSHIP MEETING

S.L. Ross will be the featured speaker at the June meeting. Overheating will be the topic of discussion. S.L. is always gives an interesting talk on his experiences with years of flathead operation - don't miss it.

Jim McDaniels will provide the refreshments.

Let's drive the cars to this meeting!

CALENDAR



June

- 2-5 **Eastern National V8 Meet**, Reading , Pa.
- 4-6 Carlisle All Ford National
- 8 **NVRG Monthly Meeting** Program: S.L. Ross on overheating, misc.
Refreshments: **Jim McDaniel**
- 17-19 AACA Eastern Division Nat'l Spring Meet, Roanoke, Va
- 19 Southern Maryland Antique Car Club Car Show & Flea Market. LaPlata, Md.
- 20 Sully
- 27 Lion's Club Car Show, King & Market Street, Leesburg. Limited to 200 cars. 703-777-7837

July

- 10 All Ford Show, Frederic Motor Co, Rt 40 Frederick, Md
- 11 Natl Cap Reg. V8 show - Brookville, Md
- 13 **NVRG Annual picnic, Nottaway Park**
- 24 NVRG Willowcroft Winery Club fund raiser 11:00- 4:00, Leesburg, Va
- 27 **NVRG Board Meeting**

August

- 6-8 36th annual Das Awkscht Fescht Car show and Flea Market, Macungie, Pa.
- 14 Fredericksburg AACA Show
- 10 **NVRG Monthly Meeting** Slide show of the Eastern and Western National meets.
Refreshments: **David Blum**

- 21 24rd Annual Tobacco Trail Antique & Classic Car Show, Allen Pond Park, Bowie, Md.
- 21-22 Virginia Wine Festival
- 22 Francis Scott Key Antique Car Club Car Show Flea Market, Rose Hill Manor Park, Frederick. 301-473-8212
- 31 **NVRG Board Meeting**

September

- 12 Mt Airy - 29 th annual Sugarloaf Region AACA meet
- 11-12 **Annual Lebkicker Tour** (Tentative dates)
- 12 Out of the Past Review - Vern Parker's "Times"
- 14 **NVRG Monthly Meeting** Program: TBA
Refreshments: **Steve Pieper**
- 19 Bull Run Region AACA, Manassas, Va
- 28 **NVRG Directors Meeting**
- 30-Oct 2 Fall Carlisle

October

- 3 Antique Auto Assembly on grounds of US Soldier's Home, Washington, DC
- 6-9 Hershey
- 12 **NVRG Monthly Meeting** Program: Hershey review and slide show. Refreshments: **Von Hardesty**
- 16 Rockville
- 26 **NVRG Directors Meeting**
- TBA Fall Tour

Call Editor for additions or corrections to this list - check date for sure!

Vintage Car Lovers... CAR SHOW

9th Annual Antique Car Show & Parts Meet
ALL MAKES & MODELS OF VEHICLES WELCOME
Sunday, July 11, 1999
8am-2pm Rain or Shine
Longwood Recreation Center
19300 Georgia Ave. (Rt. 97 between Baltimore & Washington DC) Brookeville, Md.

- Clean Air Conditioned Rest Rooms
- Door Prizes Throughout The Day
- FREE Spectator Admissions
- Auto Parts & Memorabilia
- New Car Dealer Displays
- FREE Spectator Parking
- Food & Cold Drinks
- Pedal Car Exhibit*
- Toys & Souvenirs
- Flea Market

*Bonus!
Pedal Car Display
(No registration fee. Vehicle must be presented for your own.)

Car Show open to:

- *Cars
- *Trucks
- *Customs
- *Race Cars
- *Street Rods
- *Motor Cycles

For information, call: Lois Krupinsky or John Keating
410-833-8269 410-442-3285
Desk Plaques given to the 1st 150 registered cars on the show field.
Mail registration form to: LOIS KRUPINSKY, 19 NORRIS RUN CT, REISTERSTOWN MD 21136



Butch Myrich's '46 Sedan Delivery at Winchester. He found a rare, rare Ford Sales brochure for the car, in the flea market, at a bargain price!



BOARD OF DIRECTORS
NORTHERN VIRGINIA REGIONAL GROUP

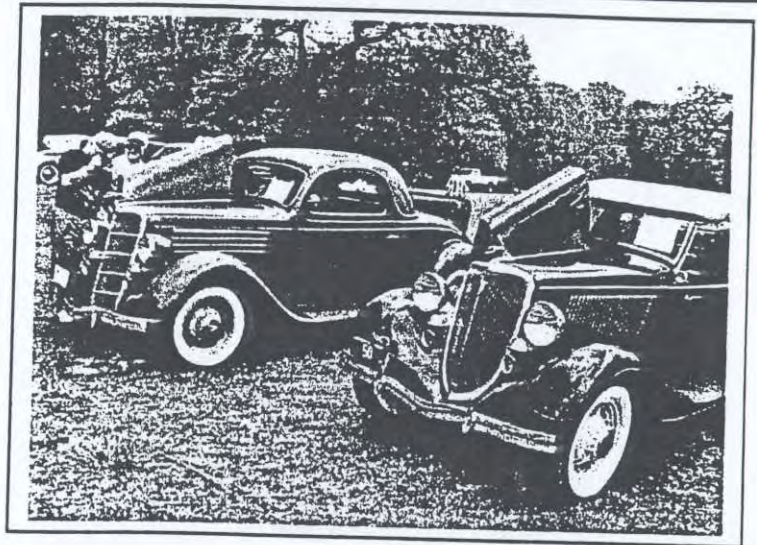


President: Dave Westrate....620-9597

Vice President:	David Blum	281-1654
Secretary:	Tom Shaw	771-9374
Treasurer:	Hank Amster	753-9575
Membership:	Bill Simons	536-3648
Tours:	John Girman	242-1459

Programs:	Bill Selley	273-5334
Property:	Hank Dubois	476-6919
Historian:	Don Lombard	690-7971
Refreshments:		
Newsletter:	Cliff Green	426-2662

Monthly general membership meetings are usually held at 7:30, the *second Tuesday* of each month, in the 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**