



Northern
Virginia
Regional
Group



VALVE CLATTER



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

Volume XXII, No. 7

July 1999

Cliff Green, Editor



drive back in time in '99

Eastern National Meet

June 2-5, 1999
Reading, Pennsylvania

Bill Simons

After reaching our goal of the Sheraton Berkshire, in Reading, and checking in, several members of the NVRG thought it best to pick up our registration packets and get our cars through the obligatory safety inspection and on to the show field. We did so, with just enough time to cover our cars before the rains hit. A long, steady rains lasted from late afternoon to the wee hours of the morning. At the appointed hour, we all piled into a local steak house for dinner. The die-hard diners: **Cliff Green, Hank Amster, Bill Selley, Bill and Joanne Fox, Bill Simons, Dave Westrate, Dave Blum, and Hank Dubois**

Next on the agenda of this long day was the "ice cream social" organized by our hosts, the Hawk Mountain RG. The rain kept everyone inside around the hotel pool, but it was fun to see old friends from other RG's, and meet some new ones.

Thursday morning got some of us up early to catch the 8:00 AM bus to the Harley-Davidson factory in York for a tour. During the one-hour bus ride, our guide announced to all that because the new 2000-year models were currently in production, we would not be allowed in the factory. The reason given was that no one was to see the new

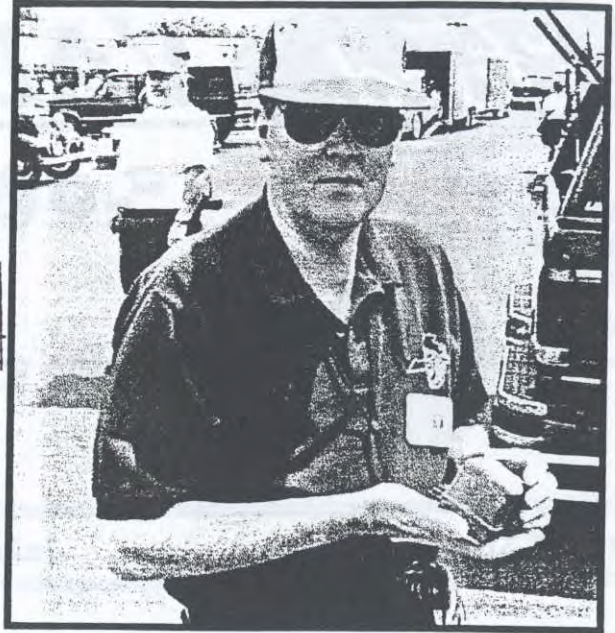
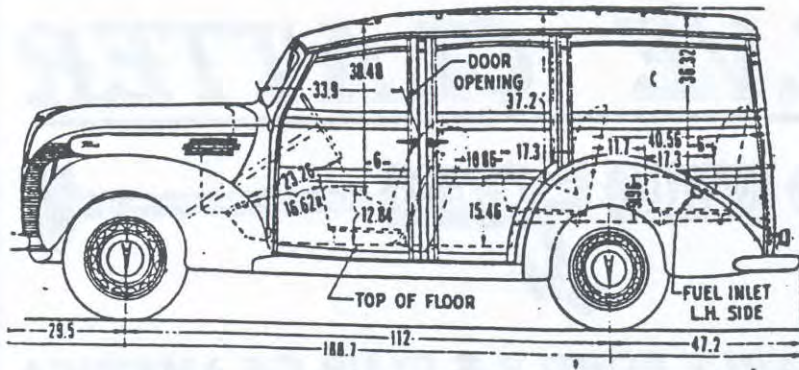
models before they were presented to the dealers. The tour would take us, instead, through the Harley-Davidson Museum. Well, the museum tour was great! Old bikes

dating back to the turn of the century, and virtually every model Harley-Davidson made, up to the present day, was on display. Although it was

disappointing not to have seen the actual assembly line, by the end of the tour, we knew all about "fat boys," "soft tails," and the difference between pan heads, shovel heads, and knuckleheads!

The rest of the afternoon was spent patrolling the flea market, and getting our cars ready for show day. Late in the afternoon, **Von Hardesty** arrived with his beautiful '40 convertible --- on a rollback! He had gotten as far as York when the fuel pump gave out. He correctly thought that the V8 show was the best place to get it fixed so, rather than heading back home, he called AAA and had them deliver the car to Reading. After dinner that night, several club members replaced the fuel pump and flexible fuel line, and the problem was solved.

But I don't want to skip over Thursday night dinner! Actually, it wasn't the dinner that was so special, it was the after-dinner speaker. He looked every bit his age of 72 years. His voice was a little shaky when he began speaking, and I was afraid we were going to be in for a long evening. He began by telling us about a trip he made, several years back, in an early 1900's car with a one-cylinder engine and a steering tiller. He started his trip in San Diego, and drove clear across the U.S. to Atlantic City, averaging 18 miles per hour. Sometime later, a friend asked him about an early a d
(Continued page 3)



UP FRONT With the President

July 1999

We needed the rain, so we cannot complain, but Sully was mostly a wash-out. **Eric Sumner** and I arrived, and then sat in the car for a half hour. We knew we were in trouble when as we finally headed for the entrance and spotted one of the event staff who had taken up residence in a dumpster to try to keep dry. He was directing what little traffic there was out of the side door of the trash container. **Jason Javaras** and his family were there with their car, along with about 200 other cars.

Eric has a theory that with rain days at Winchester and Sully, Hershey will be dry and 70 degrees all week. We did take a tour of the Sully House, which was very interesting.

Hats off to **S.L.Ross** for his wonderful presentation on overheating problems at the last meeting. S.L. has a wealth of knowledge about these cars, and it is a joy to be able to listen to him share the knowledge. His tip on how to get the candy thermometer out of the kitchen without getting caught to check your thermostat temperature was a highlight.

I want to thank **Cliff Green** for allowing me to drive his 40 Woodie to Reading. I thoroughly enjoyed this experience (except the beltway at noon on Sunday, which will make a man out of you). I also was a novice Judge at Reading, which was fun, and I learned a lot. The club was well represented and won lots of awards. It makes you proud to be a part of such a fine group of people.

July is our picnic at Notoway Park – see you and the girls there!

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

Dave

electric car he had had in his collection, and asked why he didn't drive that across country, too! "That wouldn't be possible," he said. "The batteries take 18 hours to recharge." However, not one to sidestep a challenge, he developed generating system to recharge the batteries of his car in just 1 1/2 hours, and drove the car from Anchorage, Alaska to Long Island, New York!

Then came the main focus of his talk: a vintage automobile race from Beijing, China to Paris, France. This trip was to be made in a 1940 Ford Sedan convertible that he had purchased several years earlier from Harrads. Ninety-six vintage cars and their drivers began the race, which took them through grueling terrain and weather conditions. Driving up to 18 hours a day, they went, at one point, through a mountain pass in Tibet at over 17,000 feet. The Ford had been modified to run on 70-octane gas, and had a 27-gallon gas tank installed. The trip took 47 days, crossing 13 countries. Tragically, a father and son team from Germany were killed in an accident somewhere in Pakistan. But forty-five cars finished the race, making it to Paris. Our speaker finished second in his class. His Ford was one of the few cars that had no major mechanical problems during the trip.

We were all treated to a professional video tape of this journey, which made the whole trip come alive. You could see the actual terrain of deserts, mountains and small villages. His next trip is to be an auto trip around the world in 80 days, sometime next year.

Friday was show day, bright and sunny and a perfect day for a V-8 show. The usual suspects were judging the various classes of V-8's, and many club members came home with a variety of awards. A great time was had by all!

See in the area:

Lumpkin, Pieper (2), Dawkins, Fox (2), Vincent (2), Amster, Green, French (2), Selley, Simons, Westrate, Hardesty, Gall, Moore-Hall (2), Plum, Myrick, Morrison (2), Dubois

1999 EASTERN NATIONAL MEET - NVRG DRIVES

BACK IN TIME

Hank Dubois

The Trip Up

Last summer's trip to Dearborn in Bill Simons '34 Tudor was a great experience for me and I was looking forward to replicating that experience by driving my own car to this year's Eastern Meet in Reading, PA. However, as the Meet date approached, it became clear that my No. 2 '35 Coupe would not be ready for the trip as originally planned. That meant that my old faithful but tired No. 1 Coupe would have to go. The Coupe's thirst for oil worried me a little but I was not about to pass up a great opportunity to drive to a nearby National Meet. So, along with a growing number of fellow NVRGers, I made plans for the trip and prayed for favorable weather.

Departure day, Wednesday June 2d, dawned sunny and warm but with a forecast for possible late afternoon thundershowers. No problem - we were leaving at 9:00 A.M. so we should be in Reading well ahead of any developing showers. Five V-8's assembled at Fair Oaks Mall: Cliff Green's '36 Phaeton, Cliff's '40 Woodie with Dave Westrate driving, Bill Selley's '41 Panel, Dave Blum's '53 Lincoln Convert with Hank Amster riding shotgun, and my '35 3-W Coupe. Cliff had brought along two FM personal transceivers to use in keeping the caravan together. These units have a range of about one-mile and proved to be very useful on the trip to Reading. With my Coupe in the lead, we left Fair Oaks Mall almost on time bound for Bill and JoAnn Fox's home in Barnesville, MD. We stopped at Gilbert's Comer to pick up Bill and Louise Vincent in their '51 Fordor. Our route then took us to White's Ferry. Once across we headed for a rendezvous with the Fox's. Bill took the lead to Mt. Airy, NM in his '34 roadster where Bill Simons and his '34 Roadster were waiting for us at the Burger King.

After a welcome rest stop at the Burger King, we topped off our tanks at a nearby gas station and were again on the road. For the next hour and a half, the Fox's led the caravan of 8 V-8's through the bucolic

countryside of north-central Maryland and south-central Pennsylvania passing through a number of quaint villages and towns along the way. Our V-8's seemed to be right at home in this environment and at times it really felt as if we were driving back in time. There was virtually no traffic, the scent of honeysuckle was everywhere, and the small farms and peaceful villages that we passed reminded me of simpler times when Ford V-8's were commonly seen along such roads. We emerged from the quiet countryside onto Interstate 83 about 8 miles south of York, PA.

Near the junction of I-83 and Route 30, we pulled into a local convenience store and gas station by the name of Rutter's. By now, it was well past lunch time and hunger was taking its toll so we decided to look no further and make do with Rutter's rather limited selection of prepared sandwiches. Although some grumbling was noted, the promise of better meals once we got to Reading seemed to put everyone back into a positive frame of mind. Soon we were back on the road heading for Lancaster and Reading. Traffic and especially truck traffic on Routes 30 and 222 was heavy and by now it was hot. However, the iced tea and lemonade that I had packed that morning helped me deal with the heat while the '50's Doo-Wop music coming from the portable tape player on the seat next to me helped me deal with the traffic. All seemed right with the world! And then, somewhere between Lancaster and Reading, I remembered that I hadn't checked my oil at Rutter's. My Coupe uses over a quart every 100 miles and we had traveled well over 150 miles. So, I started worrying and keeping a wary eye on the oil pressure gauge, which only registers slightly with a full crankcase anyway. I was following Bill Selley and when he pulled into a gas station on the outskirts of Reading to refuel, I followed along with Dave Westrate and Cliff. My dipstick indicated that I was over 2 quarts low but, since I always had a bit of pressure on the gauge, I figure I didn't hurt the engine. We found our way to the Meet hotel arriving there around 3:30 P.M. We were hot and tired but extremely happy to be among Henry's finest at what promised to be a really great National Meet. We had truly driven back in time in '99.

The Trip Back

Members who were not staying for the Meet Tour or the Awards Banquet left on Saturday morning for the trip home. Dave Blum and Hank Amster left at the crack of dawn and made great time cruising at 65 mph in the big Lincoln. Bill Simons, the Fox's, Von Hardesty ('40 Convert), and I left at around 9:00 A.M. and traveled together following nearly the same route that we had taken to Reading. Avoided much of the traffic congestion on The weather was beautiful and Bill Simons' decided to go "topless" in true Roadster fashion as he had on the trip up. JoAnn couldn't convince her Bill to do the same so she switched Roadsters in order to enjoy the sun and wind in her hair. On the road between Reading and York our caravan of sporty pre-war V-8's received many "thumbs up" from motorists and motorcyclists including some street rodders who were on their way to the NSRA Nationals East in York. After a brief rest stop at Rutter's, we enjoyed another leisurely and uneventful ride through the PA and NM countryside from York to Mt. Airy, NM and pulled into the Mt. Airy Burger King in time for a late lunch. From there we split up with Bill Simons and Von Hardesty returning to Arlington via I-270 and I-495 and the Fox's and I heading west toward their home from where I continued on across White's Ferry back to Fairfax.

From all accounts, everyone had an enjoyable trip back with all V-8's performing flawlessly. Matter of fact, some members are already starting to talk about driving to next year's Eastern Meet in Charlotte, N.C. I guess you just can't get enough of a good thing!



SATURDAY DRIVING TOUR

Editor

Saturday morning the V8's streamed out of the headquarters parking lot into the hinterlands of Pa. NVRG cars included my '36, with El Presidente **Westrate** as shotgun along with two Ohio boys in back, **Butch Myricks** '47 and the **Vincent's** '50.

Our first stop was the East Penn Manufacturing Co. maker of DEKA batteries. The group divided in two to tour the factory where over 250 different styles of batteries are made. They have contracts with Ford, Caterpillar, Harley-Davison and Freightliner for some. Dave was real concerned with all the lead being used, and the acid - OSHA nightmare! The highlight was when we returned to the visitors/admin building where the founder and president of the company came to speak to us. He saw all the cars and wanted to view the ones he once owned. This man is an America success story! In 1946 he gathered used batteries from around town and rebuilt them - the floorboards of his 1940 Ford coupe did not last long. He admitted that in those days you took an axe and split the case open on the ground to get at the plates - gulp! Today he employees 3100 people in the most modern plant of its type.

We all mounted our steeds and pressed on to the Kutzstown Fire Department for lunch. We ate down stairs by their four lane bowling alley and 50 foot bar (where the frosted mugs where \$.65!) Another piece of Americana!

There must have been 100 plus cars that made the trip. The next stop was at a miniature village built by a guy whose imagination went out of control. We viewed over 5,000 sq. ft of miniature countryside at about 1:40 scale, with electric trains, scaled after the central Pa. area. It took us an hour to walk slowly around it examining all the details.

On the way home the aircraft of the WWII reenactment at the Reading Airport were doing their air show. B-17, F-51, B-24, B-25 types were buzzing overhead. The area also hosted over 5,000 pre-48 hot rods at York and the All Ford meet was at Carlisle! It was fun to tour with the old V8's - that is what it is all about!

AWARDS BANQUET

Several members elected to stay for the Awards Banquet. The speaker was the President of the AACA who also had a V8 on the Concours field. He spoke of the bright future of our hobby.

I was disappointed that the Meet committee did not show slides of the winning cars at the award presentation - that breaks the tedium of the ceremony.

DEARBORN MEDALLIONS

Charlie Morrison	'35 coupe
John French	'35 tudor
Bill Simons	'34 Roadster
Bill Fox	'34 Roadster
Jeanette Moore-Hall	'50 tudor
Butch Myrick	'46 Sedan Delivery

DEARBORN

Von Hardesty	'40 Convert
Bill Selley	'41 panel
Dave Blum	'53 Lincoln

<u>FIRST PLACE CONCOURSE</u>	Cliff Green '40 Wag
<u>FIRST PLACE TOURING</u>	Hank Dubois '35 coupe
<u>ROUGE AWARD</u>	Cliff Green '36 Phaeton



SOMETHING FOR THE LADIES

This window display in Saks fifth Avenue appeared during the opening of the October 1940 Auto show in New York City. The dress on the left utilized the front-end lines of the Lincoln Zephyr in styling an evening jacket while on the right is a "Mercury Eight" sports dress. The belt is a copy of the bumper design and the hand bag is a copy of a hubcap of the car. These outfit would look great at the Xmas party.

From FORD NEWS, December 1940.



Top Lt – Mike Gall helps Wm. Selley replace rear grease seal. Jeanette Moore-Hall saved the day by finding the seal at the last minute before the last store closed for the weekend

Top – Bill Fox and his beautiful '34 Coupe – A Dearborn winner

Lt. - Von Hardesty, Dave Blum and Wm. Selley cruise in the back of the Editors '36 Phaeton. – all tucked in.

Bottom – Hank Dubois, Bill fox, Bill Simons and Von Hardesty prepare for the ride home. No rain to spoil the trip!





Top: Heavy duty Harley devotees, Simons, Dubois and Morrison,



Top r: Bill Selley receives Dearborn Award From Nat'l Pres. Don Rogers

Right: Dave Blum, John French, Hank Amster, Jeanette and Barry Hall at the Concourse.



Bottom lt: Departing the Green house with El Presidente Westrate guiding the Woodie

Butch Myrick, Hank Dubois, Bill Simons, Editor, Dave Westrate outside the Harley Plant in York, Pa.

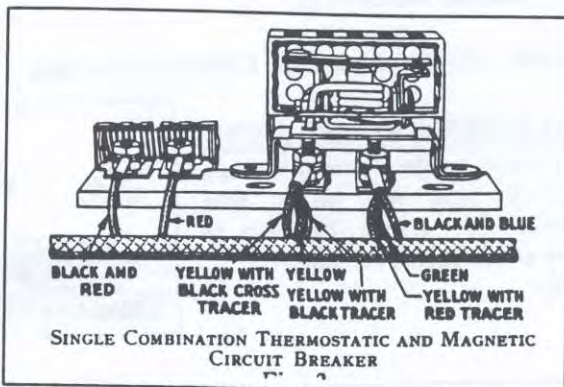


THE MYSTERIOUS IGNITION RESISTOR

Editor

The 18-12250 Resistor assy (ignition) applies to every Passenger and commercial vehicle from 1932-1948. A similar unit was used in the 1949-1953 and served the same purpose. Just what does this essential part do and why is it important and how do we check it?

The resistor hides under the dash on the firewall, bolted to a fiber type board that insulates it electrically from everything else. On this same board is mounted the light circuit breaker or a fuse, whose purpose is to protect the lighting circuits from overload. The fuse was starting to phase out in 1939 for Ford cars in favor of a vibrator type breaker. Zephyr used this circuit breaking method from 1936. As a matter of interest, the 1940 cars alone, are unique in their CB design. It does not vibrate, but cycles on and off as a bi-metallic breaker heats from overload and disconnects, then cools and connects again. This design lasted the one year and 1941 cars and newer were equipped with a double CB. If you had a short in the accessory circuits, say the dome light, it affected the head lights in the earlier models - '41 split the circuit up.



The red wire comes from the ignition switch and is hot (6 volts) when the switch is on. The black and red wire goes to the (-) post of the coil and will read 3.5 volts. The purpose of the ignition resistor is to drop the voltage to the coil. A full 6 volts will burn it up! I know - I bypassed the resistor to run a *Joe Smith* coil adapter plate on the distributor with a 6 volt cylinder type coil (which requires a full 6 volts) for my trip down to Greensboro for the 1989 Eastern National Meet. Prior to the concourse, I swapped the set up for the correct coil. (Go to Show). Later we drove the woodie to a cookout at this guys farm. As I parked in the field, I smelled something hot! It was the original coil cooking the tar out of it! A picture of *Bill Selley* and I changing it appeared in the *V8 TIMES* Vol 26, No 5.

The Lincoln owners install a bypass switch (not authentic) which jumps the resistor to apply 6 volts to



Clifton Green (left) prepares his 1940 Ford DeLuxe Woody for the concours. Michael photo.

the coil to start their V12's, then switch back for normal running. We can use a jumper wire to accomplish the same thing to boost the coil output for starting. Also, this is a good way to check if the resistor is causing the starting problem.

There is nothing to wear out in the resistor. It is a coil of wire wrapped around a tube of ceramic which acts as a heat sink. The wire might become broken, or burn out. A cage surrounds part of the resistor because it gets hot. It is easy to test with an ohm meter when disconnected from the circuit. The reading should be around $\frac{1}{2}$ an ohm (.5 on your pocket digital multimeter which every V8'er should carry in their traveling tool box). The books calls for .56 ohms hot - .35 ohms cold. If the resistance is high - replace it. I have never had the experience of one breaking down, although I have read about it.

Any extra resistance in the primary circuit (battery to coil) will reduce the voltage to the coil. Remember we need 3.5 volts for good performance. (A well tuned car will start and run on 2.5 volts, but the spark will not be as hot.) This will vary somewhat, but the total resistance will normally total 1.1 ohms cold or 1.4 ohms hot. (Ford form #3735-47k, page 53) Normal resistance of the individual units in the primary circuit is:

1. Ignition switch .02 ohms
2. Resistance unit .56 ohms hot, .35 cold
3. Bakerlite case coil .60 ohms

The culprit in the primary circuit usually is the ignition switch. You can test it by disconnecting the wires on the back and check the resistance between the batt and ign positions. In "off" the reading is infinity, and zero - .02 ohms with the switch "on". You can take the box apart and clean the brass contacts. One final point - All connections must be clean and tight. If they are not, it will be warm to the touch. I have seen loose connections at all three parts of the primary system. So, put the voltmeter on the coil with the switch on and you should see 3.5 Volts!

NEWS FROM OUR REGIONAL DIRECTOR

The reason why the news of our National Board of directors meetings are late in being published in the VC, or not at all, is because the minutes are mailed to the POB which is picked up once a month - I might get it much later! Future mailings will be sent to me for prompt dissemination! **Waymond Brownlee** and I discussed this at the Western National Meet.

April National Board highlights:

- ◆ Check new mailing envelope for expiration of membership
- ◆ Looking for 1933 Tech Advisor
- ◆ OLD CARS WEEKLY awarded "Golden Quill"
- ◆ Looking for "Webmaster" for our web page
- ◆ 1937 book six months away
- ◆ 1938-1939 book - one year away
- ◆ 1946-48 book in the works
- ◆ Realignment of Director representation discussed
- ◆ Membership recognition pins of 32 years & 25 years
- ◆ Annual Youth Restoration Award

These points will be discussed in detail in the V8T. Rumor has it that Albuquerque will be the site of the 2000 Western Meet!

POLICE CAR UPDATE

Jim could not give the Editor a report this month because of illness in the family, however we all saw the Black and White at the last meeting running just beautifully! Jim was a proud as can be having done almost all of the installation himself. However, upon returning home white clouds were being emitted from one exhaust! I told Jim to take out the spark plugs from that bank and turn it over and see what happens. Water flew out one hole. Alas, he had a blown head gasket. That side of the block the heads were torqued down to 45 lbs., while the other side was 75 lbs.! The builder did not know if he advised Jim to retorque the heads after running awhile.

Now, Jim was really disappointed because he had promised the police car to the County for a display at the Fairfax County Fair at George Mason! Not to worry, says the County - they sent a wreck over to pick it up and delivered it to the grounds where it was proudly displayed for three days. That was just great until on the hoist up for the trip home the antenna attachment on the rear bumper hangs up on the ramp of the hauler and proceeds to curl the bumper back! Stay tuned.

FOR SALE/WANT

1951 Ford F5 ex-Army dump truck, cap cover Claon dump bed (working), 2 new tires, one new recap snow tire, new exhaust, new wiring, fuel pump, spindle bolts and bushings, fan belts, spark plugs, points, extra 2 sped rear and controls, extra front end with drums. In the dry for funning - eight extra wheels. Asking \$3,000 **John Jackson** 304-725-0309

1940 Mercury four-door convertible sedan. Restored, no rust, new NOS sheet metal, runs well, Mandarin Maroon, tan top, beautiful. \$32,000 **Steve Dawkins** 703-313-8652 or SPDJHD@aol.com

1946 Ford convertible - restored. Would like to keep in the 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: 1936 Ford literature **Cliff Green** 426-2662

CALIFORNIA SURF'N SHINE

Full report on the fantastic Western National meet will be in next months VC. I took 70 slides to show at the August meeting
Editor



NVRG FUND RAISER

WILLOWCROFT WINERY

LEESBURG, VA.

JULY 24TH

11-4 BRING PICNIC LUNCH
TOUR OF THE WINERY, TASTINGS
AND FREE BOTTLE FOR EACH CAR.



MEET AT FAIROAKS 10:00

CALENDAR

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
- 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
- 18-19 Annual Lebkicker Tour
- 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!



DON'T FORGET JULY 13TH NVRG PICNIC

In lieu of our monthly meeting, we will
hold our annual

WIVES APPRECIATION NIGHT

NOTTOWAY PARK PAVILION

Festivities will start at 6:00

*The Club will provide all food, members
provide own beverages*

PLEASE RSVP NO LATER THAN
JULY 10TH TO DAVID & BARBARA
WESTRATE 703-620-9575



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) Brookville, Md.

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



- 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

Mail registration form to LOIS KRUPINSKY, 19 NORRIS RUN CT, REISTERSTOWN, MD 21136



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 alternates sites. **SEE YOU THERE**



FIRST CLASS MAIL

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